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Vol 61
1925

THE ESSEX INSTITUTE HISTORICAL COLLECTIONS

VOL. LXI — 1925.

ISSUED QUARTERLY

SALEM, MASS.
PRINTED FOR THE ESSEX INSTITUTE
1925

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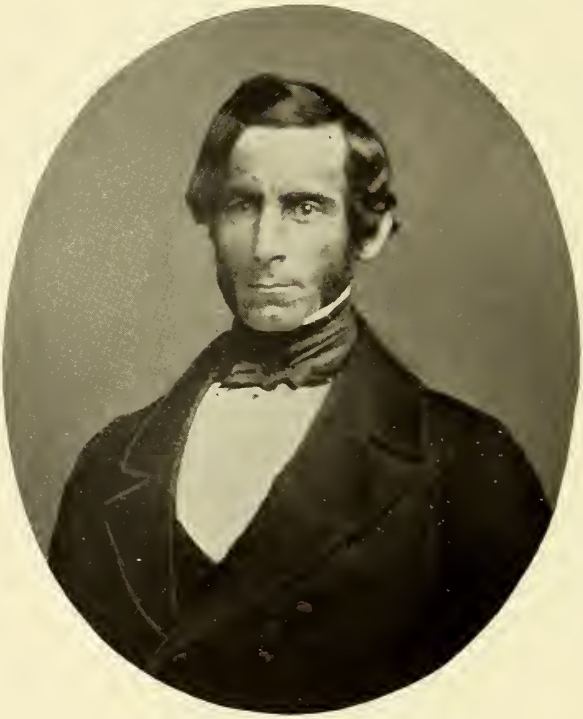


JOHN BOARDMAN SILSBEE
1813 - 1867

HISTORICAL COLLECTIONS
OF THE
ESSEX INSTITUTE

VOL. LXI JANUARY, 1925 No. 1

THREE GENERATIONS OF SILSBEES AND THEIR VESSELS.

BY MARTHA WILLIAMSON FORSYTH DUREN.

The origin of the Silsbee (Silsby, Sillsbey) family may readily be traced to England. Henry Silsby's name appears among the records of All Saints Church, at Northampton, as being united in marriage to Mary Randes on April 20th, 1602. Their home was in England, and there her burial is recorded on October 22d, 1632.

Henry Silsby's family consisted of eight children, among whom was Henry,[2] baptised at All Saints, May 20, 1613.* He it was who emigrated to New England and settled at Lynn, where he died in 1700. He was twice married, first to Dorothy ———, mother of his nine children. She died Sept. 27, 1676. His second wife was Grace Eaton, widow of Jonas, of Reading,† whom he married on Nov. 18th, 1680. Not much is recorded concerning this emigrant, except that in 1639, "Henry Sillsbey, Mr. Sharp's man, was granted half an acre land neere the Cat Coue for a house plott." Savage says that he was an inhabitant of Ipswich in 1647, but however this may be, Henry Silsbey, in 1651, purchased the dwelling house of Thomas Coates in Lynn on what is now Fayette Street near Essex, and in 1660 he bought of John Hathorne "an old house and some land" near his own property. He was a deacon and his name appears several times as a witness at court. Among his children, Nathaniel was his second son, and was born about 1651, being the first Silsbey in America to bear that Christian name.

* Waters' Genealogical Gleanings, Vol. I, pp. 702-706.
† History of Reading, p. 63.

Nathaniel was an apprentice to John Symonds of Salem and married Deborah Tompkins, daughter of John, in 1671. They passed their married life in Salem, their house being near the present site of the Phillips School. His second wife was Elizabeth Pickering.

Nathaniel Silsbee had fifteen children by his first wife, Deborah. Their son Nathaniel, born in 1677, married Hannah Pickering on May 27, 1702, by whom he had two children; after her death he married Martha* ———, and their only child, William, was baptized August 14, 1715. He was a carpenter, making the repairs on the East Church in Salem in 1766. He married Joanna Fowle, daughter of Zachary and Ruth (Ingersoll) Fowle, on October 11, 1735, and they made their home on Essex Street, opposite Pleasant. Their family consisted of five children, of whom the eldest son was Nathaniel, born Nov. 9, 1748, who married on Nov. 1st, 1770, Sarah Becket, and died June 25th, 1791.

It is the purpose of this sketch to deal chiefly with the latter Nathaniel, his son Zachariah Fowle Silsbee, and his grandson, John Boardman Silsbee, the fortunes of all of whom were so closely connected with the early shipping life of Salem that scarcely a page of history dealing with Salem's merchant trade can be turned without encountering the name of some member of this family.

Nathaniel Silsbee.

Nathaniel Silsbee, in his early boyhood, became interested in the sea and shipping industries, and by diligent application perfected himself in the science of navigation until he became so proficient that he was entrusted at a very early age with the care of several vessels and their cargoes. He later was in command of the "Grand Turk" on its voyage to the West Indies and afterwards to Spain. He became an eminent master mariner and was the confidential agent of Elias Hasket Derby at Salem, and while in his service had the charge of three of his vessels at one time in the West Indies. During his service with Mr.

* Silsbee, Gen., pp. 15, 16. Curwen's Journal, 4th Ed., p. 656, gives Nathaniel's wife as Sarah Pickering, but this statement is not borne out by research.

Derby, the latter writes to him on Feb. 13th, 1776, as follows: "The times at present are such I cannot determine what will be for the best and must, therefore, leave it wholly to you, not doubting that the business will be conducted with care." In reply, Captain Silsbee writes from St. Nicholas Mole that he has "disposed of the principal part of his three cargoes to good advantage, and dispatched Captain Hallet and on his return shall visit Jamaica to learn the latest news and govern myself accordingly"; that he shall not ship the principal part of his property until he can do so with safety, and after loading his vessels shall leave sufficient to load a fourth; and concludes: "I have sent you a gun and a pair of pistols, which you will please accept. I bought them for myself, but think you stand more in need of them than I do. N. Silsbee." It was impossible to carry on commerce at that time in safety, and though Captain Silsbee used his best judgment, the vigilance of the British cruisers was too great. During the Spring, when he sent Mr. Derby's three vessels north, two of them fell into the hands of the enemy.*

The following description of the "Grand Turk" will indicate some of its history and show its importance among the other vessels of its time:

Ship "Grand Turk" was built at the South Shore by Thomas Barstow in 1781, 300 tons. Her hull cost 797 li, 8s, with an allowance for being made deeper.

First commander, Thomas Simmons; second commander, Joseph Pratt.

Her last cruise as privateer ended April 30th, 1783. Her first voyage as a merchantman, under Capt. Samuel Williams, was to the West Indies, for which she sailed on Sept. 24th, 1783. On her second voyage to the West Indies, Capt. Nathaniel Silsbee commanded her, sailing on May 24th, 1784. Later voyages were commanded by Captains Jonathan Ingersoll, Eben West, and Elias Hasket Derby, Jr. She was sold at the Isle of France for Eleven Thousand Spanish Dollars.†

* Essex Institute Collections, Vol. xliv, p. 214.

† Papers prepared by William Leavitt and Jonathan P. Felt, Essex Institute Ship Papers, First Book.

Nathaniel Silsbee and his wife, Sarah (Becket), lived in the house which he built on Daniels Street, and there brought up their eight children. He was a member of the East Religious Society, and concerning him the Rev. Dr. Bentley makes the following entries in his journal:

May 19, 1784. Capt. Nathaniel Silsbee sailed for the West Indies.

Jan. 14, 1786. Capt. Nathaniel Silsbee's name appears among the proprietors of Dr. Bentley's Church [East Church].

April 3, 1788. The following is a list of the Church or Christian Communion Members in the East Parish in Salem, taken by the Rev. James Diman, Jan. 29, 1778, to which is added members since received and the time of admission. [Among others appears Sarah Silsbee, wife of Nathaniel.]

Oct. 21, 1788. The estate of Nathaniel Silsbee, below Daniels Lane was by an execution extended set off in part to Jno. Collins, in the following manner; All the house and land north of a line running parallel with the South side of the Great Entry including barn, out house and the front South Chamber.

May 3, 1788. Received from Pintard of Madeira a barrel of Lemons. Their distribution was as follows: [Long list inserted here, giving Salem names, among others, N. Silsbee, dozen.]

Feb. 21, 1790. News that Capt. Spence Hall has lost both his vessel and cargo upon Cape Hatteras as you enter the Carolina Coast. The vessel was taken by execution from N. Silsbee.

July 1, 1791. News of the death of Capt. N. Silsbee. He entered life in the employment of E. H. Derby, and had a good reputation. He had been to the Southward with the interest of some faithful friends.

April, 1793. Sarah Silsbee and children, d. of her mother in law Silsbee and son at sea. [This refers to the death of Joanna Fowle Silsbee, daughter of Zachariah Fowle, and mother of Nathaniel Silsbee.]

July 4, 1798. A list of persons taking Small Pox by inoculation in the hospital, Great Pastures, Salem. Little and Pickman, physicians. Entered, June 29, Zach. Silsbee, aet. 15, family of Nathaniel Silsbee.

The eldest son of Capt. Nathaniel Silsbee was Nathaniel, who followed the sea in his youth and afterwards had large shipping interests. In middle life he served his country in both branches of the Massachusetts Legislature and afterwards went to Washington as Representative and

later as United States Senator, which office he held from 1826 to 1835. About him much has been written, so it is fitting that but a passing mention of him should be made in these pages and more attention devoted to the activities of the less well-known members of the family.

Capt. Nathaniel Silsbee, Sen., led a life of unusual interest and adventure, which he spent almost entirely upon the sea, with but short visits at home. He sailed during a dangerous and eventful period in the country's history, yet managed his business with such judgment and courage that he held a foremost place among the mariners of his time.

An account is given in the Essex Institute Collections, Vol. xlix, p. 97, of the various "Auction Sales in Salem During the Revolution," and among them are transactions by "Capt. Nathaniel Silsby, agent," or by his order. Of these a few may be of interest.

It appears that Captain Silsbee from Nov. 4th, 1778, to Dec. 2, 1779, was agent for the privateer schooners "Congress" and "Roebuck," sometimes in company with "Mason," and also for the brigantines "Fame" and "Neptune" and the ship "Hunter." At these auction sales, by Captain Silsbee's order were sold, the brig "Otter," for £2,300, to Stephen Roach; the ship "Rachel," 200 tons, for £8,200, to E. H. Derby; the sloop "Dispute," to E. H. Derby, and the brigantine "Anticosti," with sails and cables, to Col. Ralph Cross for £12,448. Captain Silsbee was himself purchaser of the schooners "William," 50 tons, for £2,550, "Delaware" for £4,000, and the "Industry," also the brigantine "Obstinate." An itemized account of all the stores sold is interesting, such as "double fortified cannon, shot, rigging, tomahawks, rat and mouse traps, cat skins, moose, bear and martin skins, brandy, bar lead, stockings, axes and blankets."

Among the papers of the Continental Congress now preserved in the Library of Congress, are found the lists of the Letter-of-Marque vessels, and it is interesting to discover that Capt. Nathaniel Silsbee's activities during the Revolutionary period are chronicled among them.

His name first appears in these records on Oct. 9, 1780.

The Massachusetts ship "Roebuck" of 14 guns and 90 men, owned solely by him, was bonded for $20,000 by himself with Gideon Henfield and Elias Hasket Derby. During 1781 there are recorded as partially owned by him the Massachusetts schooners "Thrasher," of 8 guns and 30 men; "Revenge," 8 guns and 40 men, and the "Hazard," 8 guns and 25 men; also the brigantine "Experiment," 10 guns and 20 men, and the ship "Exchange," 20 guns and 60 men. In 1782, Captain Silsbee was part owner of the following Letter-of-Marque vessels: the brigantines "Dolphin," of 6 guns and 12 men, "Surprize," 14 guns and 70 men, and the schooner "Surprize," of 8 guns and 35 men; the sloop "Rainbow," 10 guns and 40 men, and the ship "Cyrus," 10 guns and 20 men. Captain Silsbee was also among the bonders of many of these vessels, and of the schooner "Fly" and the ship "Exchange," which were owned by E. H. Derby. All the foregoing vessels were bonded for $20,000 each.

On Aug. 20, 1781, the papers of the Continental Congress chronicle a report on the "Memorial of G. Crowninshield and others (Nathaniel Silsbee and John Collins, of Salem, Mass.) as to the capture of their vessel (the 'Elizabeth and Nancy') by Capt. Seth Harding of the 'Confederacy,' and the condemnation thereof at Cape Francois. Memorialists dismissed, Sept. 25, 1781."

A search through the old ship papers preserved in the Essex Institute at Salem, revealed the full account of the capture of the "Elizabeth and Nancy," of which brigantine Capt. Nathaniel Silsbee was part owner; and so interesting was this paper, being the statement of the Captain, Clifford Byrne, that it is deemed wise to reproduce it in full.

Bee it Remembered that Whe the Subscribers Clifford Byrne Master & Robert Johnson Mate of A Brigt. called Elizabeth & Nancey about one Hundred & tenn tuns Burthen Being the Propperty of Capt. Nathaniel Silsbie, George Crowninshield, Joseph White & John Collins All of Salem Marchants that they the Above Marchants Did Uniformely fit Out saide Brigt. from Salem By Laying of Platforms & other Conveniences together with five hundred Hard Dollars in Cash & Ordered Us for Sea & to Proceed from Hence to Turks Islands & theare Loade Saide Briggintine with Salt.

Accordingly I the above saide Clifford Byrne whent to Warwick Palphrays Esqr & their took out a Rigester together with All the usiall official Papers for to Proceed to Turks Islands. But as it was a Bermudian Port & subject to British Cruisers Whe the Master, Seaman, and Mariners of sd vessell together with the Oners thought best to make some Cover for our Selves as well for the sd Brigt & Cargo as allso to gett sd Salt, which wee knew was much whanted Heere. The Oners together with Myself took An old Rigester belonging to A Briggantine then Condemned Heere & went to one Russells a printer & Got theere a sett of Paper Printed as Ny whe could to Immitate Papers from Liver Poole which I saw Capt. John Collins fill up & Sign in the name of William Johnson Dbty Collector thiere.

All which papers I put to Sea with in sd Brigt. on the Eighteenth Day of December, 1780 from the Port of Salem in New England & after various Winds & Wethers Whe arrived in the Lattd of Turks Islands & in Running down for the same, vizt. on the 5 Day of January in the fore Noone saw A Large Ship in Chase of Us, at 8 o'clock in the Evening she came up with us & hailed us. I supposing Her to Bee a British Cruiser told them I was from Liverpoole But on thier Comming on Bord found her to be Capt. Seth Harding from Philadelphia in Ship Confederacy. I shue my Propper Official Papers & All so those from Capt. Collings & the Oners. He told me He was Satisfied I was from Salem But notwithstanding He would Carry me to the Cape for tryall.

Accordingly whee steer'd for the Same & Arrived there in three Days During wich time & wile at the Cape I frequently Urged him to let us Proced for Philadelphia or Some Port of the Contenant. Eaven with His frate & Goods & His People that if he thought Proper to Dispute the Intrest their Hee might do it. But notwithstanding my Petitions & Remonstrances Hee the Afforesaid Seth Harding Esqr Commander of the afforesaid Ship Confederacy turned me together with my Mate & Pepole Oute of my said Briggintine & took from me my money to the amount of two hundred & ninety three Spanish Mill Dollars & all my Provisions & Utensells & turned me a shore in the Aforesaid Port Cape Francois with oute any Help or Assistance for me & my mate keeping my Pepole on Board his ship as Arimacans.

And for all the above sd Losses Dispossicons & Disappointments not Only for Our Selfs But for the Oners of sd Briggantine together with money & Effects as Allsoe together with the

loss of her Voige, Whe do Protest Against the Above Voige, Whe do Protest against sd Seth Harding Esq. Commander of the ship Confederacy as well in our Owne Names as in the Names of all Concerned in sd. Brigtins cargo, & Appertinences As Aforesaid as Witness our Hands

Clifford Byrne Master
Robert Johnson Mate

Salem, February the 22, 1781.

(The above was sworn to before Edward Norris Notary Pub. on Feb. 23, 1781, at Salem.)

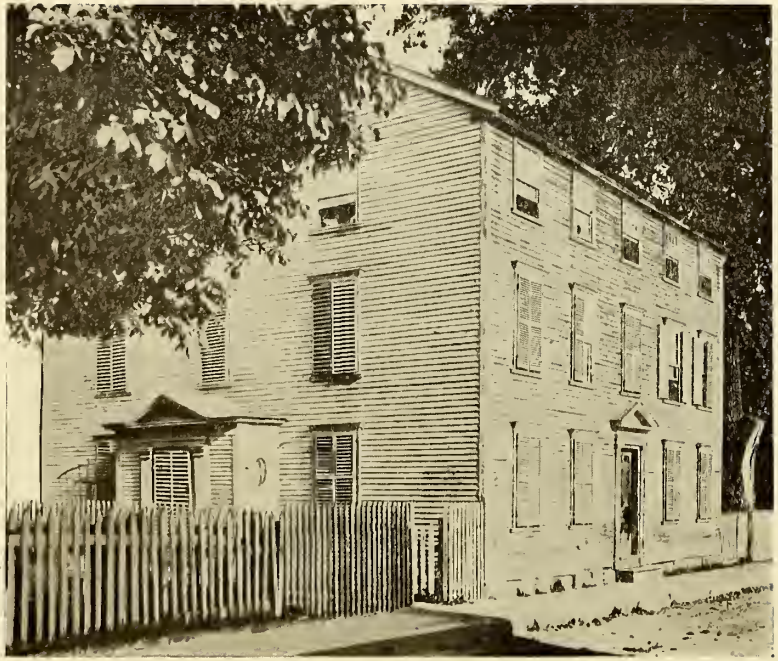
Captain Silsbee acquired an independent fortune when in business for himself, but had reverses, and his life closed on June 25, 1791, at the end of a disastrous voyage, which terminated at New York.* His remains were interred in the cemetery of the New Brick Presbyterian Church, fronting the Park. Thus ended a life of usefulness and adventure at the age of forty-three. The Essex County Probate Records contain the following bond:

"Bond of Sarah Silsbee, dated April 17, 1795, widow of Nathaniel Silsbee, together with Mansfield Burrill, housewright, Benjamin Webb, inn-holder, all of Salem, in £500, for guardianship of Sarah Silsbee, aged more than 17 years, William Silsbee, aged more than 16 years, and Zachariah Fowle Silsbee, aged more than 12 years, all minor children of Nathaniel Silsbee of Salem, mariner."

Zachariah Fowle Silsbee.

Among the eight children comprising the family of Captain Nathaniel Silsbee, Sen., and his wife Sarah (Becket), we find the youngest son, Zachariah Fowle Silsbee, born Aug. 9th, 1783. His early years, like those of his father, were devoted to the study of seamanship. Salem was then approaching the period of her greatest success in the merchant trade, and ships were beginning to ply between her shores and foreign ports. Mr. Silsbee's naturally keen mind and boundless ambition were spurred to action by the spirit of the times, and as early as 1812, Dr. Bentley records the following items in his journal concerning him:

* Curwen's Journal and Letters.



HOUSE OF NATHANIEL SILSBEE

Father of Zachariah F. Silsbee, Daniels Street, Salem, where the latter was born in 1783

Feb. 3, 1812. We had news of Capt. Z. Silsbee two months out of time from the North. The ship dismantled, put into Lisbon, so said, and he, being a passenger, came in a vessel bound to New York, and has arrived at that port. We had begun to give him up as lost. Vessels which sailed at the same time had been in American ports two months.

Oct. 18, 1816. Yesterday morning it was discovered that in the preceeding night the lower store on the India wharf was broken open and several bags of sugar and a packet of bandanna silk handkerchiefs taken. The thieves entered by forcing the door and conveyed the goods through the back door to a boat as afterwards appeared. After circumnavigating Marblehead and Lynn shore they were too fatigued to pass Nahant and went on shore and offered their goods for sale. Suspicion led to detection and the thieves are in the hands of the magistrate. They had been employed in unloading the goods and had noticed the place of the best. They violated three inclosures and stole the boat from the landing of Hawkes' boat builders' shop below Derby Street and Derby Wharf. The goods belonged to the Silsbees and had arrived lately from India, in Ship Herald, Greaves, into this Port.

June 29, 1818. The return of the subscription paper made to me is for such deficiencies of salary as have occurred during the course of my ministry. The settlement had not been paid and the whole amount of deficiency was two thousand dollars. [Among other subscribers appears the name of Z. F. Silsbee, 30 dollars.]

Z. F. Silsbee left home for his first voyage in 1800, at the age of sixteen, in the capacity of clerk to his brother Nathaniel, on the ship "Herald." This voyage took them to Madeira, Madras and Calcutta, making the return in company with four other American ships as far as Ceylon, hoping that, as each ship was armed, defence might be made against any privateering attack, should they encounter such disturbance on reaching the Bay of Bengal, where there were known to be several French privateers cruising about. Their fears were confirmed, for an East India packet ship of eighteen guns was sighted on November third, and this vessel had already begun a running fight with a French ship. The five American ships then came into line and prepared themselves for defense. The French vessel at once steered directly for the "Herald"

and the latter ship opened fire upon her, followed by others of the fleet. The French vessel, after receiving many volleys from the American ships turned and retreated, although it again advanced during the night, but finally sailed away to return no more.*

The terrors and excitement of young Zachariah's maiden voyage did not discourage him, for he sailed again as clerk with the "Herald" to Rotterdam, St. Petersburgh, Cronstadt, and later on, made another voyage to India.

In 1803, on the return of the "Herald" from India, Zachariah, then only nineteen and a half years of age, was placed in charge of the ship and made a successful voyage to Batavia, returning in May, 1804, with a cargo of coffee. During this voyage his log book was most interestingly kept, and is now in the possession of the Essex Institute. It is remarkable that the owners of the "Herald" should have reposed such confidence in a lad of his tender years as to send him to Batavia with a crew of twenty men and a most valuable cargo. That this confidence was not misplaced is well proved by the masterly way in which he handled his men in the face of mutiny and sickness, and returned safe home, to sail again almost immediately on the same vessel. Some extracts from Captain Silsbee's log are of interest in revealing the character of the man, when he, for the first time, was in sole charge of such an important commission:

LOG BOOK OF SHIP HERALD, PASSAGE FROM BOSTON TO BATAVIA. Z. F. SILSBEE, MASTER. 21 MEN.

Sea Journal of an intended passage and voyage in the Ship Herald, myself, Master, from Boston in America, to Batavia in the Island of Java, and from thence back to Boston to which places God grant us safe and speedy passages, with a prosperous voyage at the close.

Thursday, Sept. 1, 1803. . . . 4 P. M. The ship in sight yesterday has continued to gain very fast upon us; she having a great advantage over us, being on our quarter, . . . and has already fired the guns at us. Thinking it probable she may overtake us some time in the night, and perhaps give us more trouble or detain us longer than at present, I concluded to heave to for her to come up, knowing that she can only detain us a

* Memoirs of Capt. N. Silsbee.

sufficient time to overhaul our papers; at one half past four she sent her boat for me to come on board with my papers, which request I complied with: the Capt., after looking at my papers gave me permission to go on b'd my own ship again, but his boat being gone for the Capt. of the Sloop which hove too a short time before I did, I waited till she returned. When I came on b'd my own ship again after requesting the Capt. of the Sloop who was bound to Nantucket to report me on his arrival.

Friday, Sept. 30, 1803. At one half past four A. M. was awoke by a noise on deck, no knowing what was the cause of it, I got up, put on my Great Coat only, and ran immediately on deck; at the Companion Way was met by Mr. Webber, who was coming to inform us of a mutiny among the People on the Forecastle. Thither I immediately repaired, found all hands had been on deck abusing Mr. Parsons, the first mate, and had struck him; but the Star Board Watch hearing Mr. Webber go aft to call me, had fled below before I got forward, and every man silent except Daniel M'Coy who had considerable to say. I ordered him to his duty till daylight when I inquired the cause of the mutiny of Mr. Parsons and Webber, and they related to me as follows: Daniel M'Coy being sent up into the Fore Top to take in the F. T. Gallt. Steering Sail, being a long while up without doing any thing, Mr. P. requested him to make more haste and rec'd from him for answer that he should take his own time for it, in abusive language; when he came down on deck Mr. P. was reprimanding him for his abuse when the Larboard Watch came on Deck and Francis Brown and William Livingstone began to advocate said M'Coy's conduct and abuse Mr. P. whereby he was ordered below again but said he would not go, and the said William Livingstone jumping upon the Booby Hatch struck Mr. P. on the mouth and drove one of his teeth through his under lip and cut it very much, then retreated below and all the remainder of the Watch followed. . . . At daylight had all hands called aft to know the instigation of their mutinous conduct but they could say nothing in their own defence nor no apology for the crime they had been guilty of, but I believe it a concerted plan among themselves and has been in agitation for some time past.

Ordered them to their duty again except D. M'Coy and W. Livingstone, who I ordered below; but upon further reflection thought I was not doing justice to my self or employees to let the said Livingstone go to his duty with impunity after having been guilty of so high a crime; therefore at 8 A. M. had his

hands tied behind him and secured his feet to the stanchions at the break of the Quarter deck, and gave him 3 pints of water for the day; said M'Coy I ordered to duty again. . . . At ½ past 8 after Breakfast gave orders to Mr. Parsons to call all hands and set them to work repair sails of which we have a number that stand in want—which he did, but they one and all refused to do their duty while said Livingstone was confined. I then ordered them aft to know why they did (not) comply with my orders, and then told them, that as to liberating said Livingstone I should not till he had received in my opinion sufficient punishment; those that would not go to their duty I should consider as Mutineers and confine them also. After having considerable to say against the unlawful means as they term'd it of punishing said Livingstone, went to their duty but very reluctantly and have not heard any more noise since from them, have stopped their allowance of grog and taken a sufficient quantity of Arms from the Chests into the Cabin to defend myself and Officers should they again renew their mutiny; which I think very probable they will do before the passage is up.

Saturday, Oct. 1, 1803. At 6 P. M. gave W. Livingstone his liberty again after promising to do his duty and obey the commands of his officers as a good and faithful Seaman.

Friday, Oct. 14, 1803. Overhauling Our Bread and stopping the holes up in the barrels where the Cock roaches have got in and in some barrels have eaten the bread considerable.

Monday, Oct. 24, 1803. Ends as it began with continuation of hard luck and no prospect of better. I am heartsick of such a spell of hard Fortune. It being now over 40 days since we have had one day's fair Wind. Expect to grow grey before this passage is out, should I live so long.

Sunday, Nov. 20, 1803. Killed the last pig which we have on board. Our live stock is now reduced to the small quantity of one doz. fowls only and they are dying daily with the cold weather—may God speed the latter part of our passage more than the former.

(On Dec. 3, 1803, Z. F. Silsbee inserts in his log a pencilled sketch with the following title, "Appearance of the Island of St. Pauls in the Indian Ocean taken on b'd the Herald; it bore S.S.W. 6 leagues distant.")

Wed. Dec. 7, 1803. 6 A. M. Simon Johnson was ordered aloft by Mr. Parsons but he refused to obey his orders and further said he would not go for any person on board unless he chose it; when I came on deck Mr. Parsons inform'd me of his be-

SHIP "CAROLINE AUGUSTA" DONE IN SCRIMSHAW WORK
ON A WHALE'S TOOTH BY A SAILOR

From the collections of the Peabody Museum, Salem

haviour, had him called aft, but he then denied having said anything of the kind; after threatening him with punishment if I heard anything more of his disobedience, sent him to his duty.

Tues. Dec. 20, 1803. Ends calm, which God grant may be of short duration—as I feel very impatient to end this tedious passage and likewise a very anxious one to me at this moment. This flattering weather gives me very unpleasant feelings.

Jan. 21, 1804. We are now again to take a departure for America to which place may God grant us a safe and speedy passage with a happy sight of our friends at the end of the close of the passage, is the ardent wish of Z. F. Silsbee.

Feb. 12, 1804. ½ past 12 P. M. Jonathan Bowers Barker Departed this life, being confined for about 13 days with the dysentery and fever.—4 P. M. After the ceremony usual at sea of reading prayers had his body committed to the deep. (Later two more men died.)

March 3, 1804. . . . Therefore must grin and bear it though it is a very painful task, and it is not this affliction only which I have to combat with but a crew of weak sick men, to navigate the Ship which causes me more anxiety and much impatience—which God grant may be bro't to as speedy a close as possible.

Thurs., Mar. 29, 1804. At 5 P. M. the first officer of the Herald, Christopher Parsons, died with putrid fever. . . . Therefore, at 8 P. M. had his body, with usual ceremonies, committed to the sea.

Sat., March 31, 1804. Increased the people's allowance of water from 2½ to 3 quarts per day.

Sat. Apr. 28, 1804. The man I sent up to loose the sail in coming down fell from the Top mast Cross trees athwart the rail at the break of the quarter deck and expired in a few minutes after without speaking, his body was much bruised and the stanchion was broken by his fall. This man Thomas Rowe I shipped in Batavia in lieu of a man left there, but has not afforded us but very little service till within three weeks past on account of sickness.

In 1807, Zachariah, with his two brothers, Nathaniel and William, had a ship built at Salem, by Retire Becket, which was also christened the "Herald." It was intended that this ship should sail immediately under command of Zachariah, but on account of an embargo laid by our government upon all American vessels engaged in foreign commerce the new "Herald" did not leave until the spring

of 1809, when it was registered at Salem, March 25th, and departed for Sumatra with Z. F. Silsbee, master. This ship was not as large as the first "Herald," being only ninety-four feet long, with a displacement of 274 tons, but its voyages were successful and Zachariah F. Silsbee retained its command until 1811. At this time he retired from seafaring life and took up that of a merchant and owner of vessels, receiving large invoices of merchandise from foreign ports.

On Nov. 7, 1810, he married Sarah Boardman, daughter of Francis and Mary (Hodges) Boardman, and their family consisted of eleven children, all of whom were born in Salem. The family home was the commodious house at 11 Pleasant Street, and here Mr. Silsbee resided during his long life in Salem.

Contemporary newspapers and directories give us some idea of the services Mr. Silsbee rendered to his native city after his retirement from the sea. He is named as Director of the Salem Lead Company, Cashier of the Commercial Bank, and Trustee of the old Institution for Savings, which was located at Number 4 Central Street; also first President of the Board of Directors of the Salem Charitable Building Association. He was ever interested in the prosperity of Salem and thoughtful for her advancement. In middle life he devoted his attention to his large commercial interests, having associated himself with the firm of Stone, Silsbees and Pickman, so long successful merchants in Salem. The ancient impost books at the Custom House give us an idea of the vast business of this company and of what their consignments consisted. Glass, currants, wine, pepper, tobacco, iron, molasses, coffee, and numerous other articles of commerce were unloaded at the wharves and successfully disposed of by Mr. Silsbee and his associates. Vessels partially owned by him sailed from China, Leghorn, Gottenburg, Liverpool, Java, Batavia and Calcutta, bringing tales of strange lands and bits of romance interwoven among the valuable cargoes with which their holds were loaded.

Among the Shipmasters who were employed by the Silsbees may be noticed the name of Captain Gillis, and

the Essex Institute has preserved many of his papers, some of which are so closely associated with the commercial life of Zachariah F. Silsbee and his brothers that it may not be amiss to reproduce them here. Captain Gillis was the trusted master of the ship "Delphos" and the brig "Malay," and afterwards of the ship "Borneo," and the letters of the firm of Stone, Silsbees and Pickman to him, giving instructions as to the disposal of his cargo show the very great responsibilities entrusted to him. These letters mark the friendly spirit between owner and employee, and are free from any touch of suspicion. It is refreshing to note the perfect harmony between both parties and the confidence reposed in each other.

"Salem, 17 December, 1828.

"Capt. James D. Gillis:

"Sir: You will proceed with the Brig Malay under your charge as Master & Supercargo, to Padang in Sumatra for a cargo of Coffee, which we think you will procure there at about six dollars pr. picul. You will probably find a large accumulation of Coffee at Padang, in which case you should buy it even cheaper than the above, as the prices in Europe have been & continue very low. But if you cannot do better you may give six & an half dollars pr. pecul, all charges on board, including duties of all kinds, rather than leave the place. By a late regulation in Holland, a part of the Export duty in India, which has formerly been paid there in cash & returned in Holland on landing the cargo there, may now be paid in a draft on Holland, which is to be given up on landing the cargo there; which saves advancing the money in India.

"To complete the purchase of your cargo, should you load at Padang, or Java, in addition to the funds you have on board, we authorize you to draw on Timothy Wiggin, Esq., for an amount not exceeding four thousand pounds sterling, or on Messrs. L. J. Martens Mosselman & Co. and Messrs. A. Barrow Putnam & Co., Antwerp, one half each, for an amount not exceeding fifty thousand guilders or part on London & Part on Antwerp, but not to draw

in all, on both places, a greater sum than £4000 Sterling. You will consider a pound sterling equal to twelve and one eighth guilders (say 12⅛) and draw on London or Antwerp as you shall find best, calculating from these rates, or part on each, if more advantageous, or more easily negotiated, for such sum as shall be required to complete your cargo, not exceeding the amount herein limited, which includes the return duty also.

"You will remain at Padang long enough to give a fair trial to the market, and if you load there, may take what hides can be collected, Rattans for dunnage, & Cassia if to be had cheap. Take the necessary papers to secure the return duty, clear out for Holland & proceed to Antwerp, where we will lodge instructions for you.

"But if, after satisfactory trial, you cannot load at Padang (which however as the object of your voyage, you will accomplish if practicable) you will then proceed to the native pepper Ports for a cargo of Pepper, which ought not to cost over four to four and one half dollars pr. pecul, but for which you may pay five dollars rather than not to load. You ought to get a large weight in Pepper, & ship it dry as possible, with a Pepper cargo return to Gibralter.

"If you load Pepper & have such information from Canton as satisfies you it will be advantageous, you may go to Lintin with your Pepper & sell it there, or at Manilla, or carry it up to Canton, if you can secure a good freight from thence. But probably you would do better not to go up to Canton where your expenses would be very heavy, but go to Manilla for a return cargo of sugar, Hemp, Indigo & Shell, to be brought to this place. At Padang if you can get freight for Holland on advantageous terms, we authorize your taking it in preference to drawing bills, if you think best, especially if offer is as high as our limits, or bills cannot be negotiated advantageously.

"If you cannot load at Sumatra or the Pepper Ports within our limits, you may proceed to Calcutta, Siam or Manilla, but you will go to Calcutta unless you should have any information from the other Ports to induce you to prefer them. At Calcutta you will load your vessel

Sea Journal of an intended Passage & Voyage in the Ship Herald Myself Master from Boston in America to Batavia in the Island of Java & from thence back to Boston to which places God grant us Safe & Speedy Passages with a Prosperous Voyage at the close —

Ships Crew. viz —

Zach^h F. Silsbee . Master & Commander
~~Christopher Parsons~~ . . . . 1 Mate / Died March 28
John Sinclair . . . . 2 Ditto
Ignatius Webber . . . . 3 ditto
John O Smith . . . . Carpenter
Jonathan B Barker . . . . / died Feb 1 /
Wilm Livingstone . . . . / died Feby 28 - 1804 /
Simon Brown . . . .
Francis Brown . . . . / left sick in the Hospital Batavia /
John J Jourdan . . . .
Daniel McCoy . . . . Sailors
Robert Clark . . . .
William Blair . . . .
Barry Lumsen . . . .
Caleb Williams . . . .
John Ball . . . .
Southwood Pratt . . .
John Williams . . . .
John Seamer / black / . Cook / died Feby 28 - 1804 /
Otis Gill . . . . Steward
Sambo . . / blk / . . Boy
Thomas Wroe . . . . Seaman - Sick at Batavia —

The Owners Signal [blue / white] at the Fore I Gallant Mast head

OFFICERS AND CREW OF THE SHIP "HERALD"

In the handwriting of Zachariah F. Silsbee, master, in 1803

From the log-book of a voyage from Boston to the Island of Java

Now in possession of the Essex Institute

principally with Salt Petre, Salted Corn, Hides, some Goat Skins, Twine, Gum Copal, Shellac, Ginger, Tumeric & other goods. From Siam, sugar is the principal article with some shell if to be had. We do not think sugar can be calculated to maintain its present prices in Europe or this Country.

"At Calcutta we authorize you to draw for our account on Timothy Wiggin Esq., London, for an amount not exceeding three thousand pounds sterling, to be invested (after reserving sufficient for your cargo if bulky goods) principally in Choppas with a little Indigo, if to be had of fair quality & not too high prices. We have so little expectation of your going from Sumatra that we give you only this general instruction, with the memorandum accompanying.

"For your services you are to receive in addition to your wages Three per cent of the net proceeds of your return cargo, whether sold in Europe or this country, any return commission to be for our benefit. You will write us by every opportunity, use all possible economy & dispatch in your business.

"In case of accident to Capt. Gillis, the mate, Mr. John Nichols will take charge of the Vessel & property & execute the instructions.

"Your Friends,

"Nath. Silsbee, by
Nath. Silsbee, Jr.
Dudley L. Pickman
Robert Stone
William Silsbee
Z. F. Silsbee."

Invoice of Merchandise shipt by Nath. Silsbee, Dudley L. Pickman, Robert Stone, William Silsbee and Zachariah F. Silsbee, on board Brig "Malay," James D. Gillis, Master, for East Indies for Account & risk of the Shippers, Native Citizens of the United States of America, to be consigned to said Master, viz: 3 Chests Opium, No. 1 44¾, 2 45, 3 43¾; total, 133½ lbs. Opium at $3½,

$467.25; 2 Chests Opium, 140, 142½, total 282½ lbs. Opium at $3½, $988.75; 30 Barrels Tar, at $2¼, $67.50; total, $1,523.50.

Salem, Dec. 17, 1828.

Nath. Silsbee, by
Nath. Silsbee, Jr.
Dudley L. Pickman
Robert Stone
William Silsbee
Z. F. Silsbee.

Rec. Copy of above
James D. Gillis.

Invoice of Specie shipt on Brig Malay, J. D. Gillis, Master, by William Silsbee and Zach. F. Silsbee (for their children) and Nath. Silsbee, Jr. one third each, bound to East Indies and consigned to said Master, viz: 1 Bag containing S. pr. Dollars, 180.

Salem, 17 Dec. 1828.

William Silsbee, for self
Zach. F. Silsbee &
Nath. Silsbee, Jr.

"Capt. J. D. Gillis.

"Sir: The invoice above is for acct. of the children of my brother Zach, my own children & N. Silsbee, Jr., which we shall all feel obliged if you will take under your charge & invest in India in any articles you may think will yield most profit & dispose of the same in Europe, so as to make the most of the adventure. Wishing you a safe and prosperous voyage, I am your friend, &c. "William Silsbee."

"Salem, December 18, 1828.

"Capt. J. D. Gillis.

"Sir: As we are very desirous that you should complete your business at Padang, we authorize you in case you cannot load within the limits already given you after fair trial of the market, to go as high as seven dollars pr. pecul for Coffee all charges on board, including any bill you may give to be returned in Holland, intending this price to include all charges except your commission provided

you can negotiate bills to fill up your vessel at about 4/4 Sterling pr. Spanish Dollars or bills on Antwerp in proportion, say 2 63/100 guilders per Spanish Dollar, or can fill up your vessel with freight on reasonable terms for Holland. These are high prices & you are not to exceed the cash price given within & about the prices given for bills, as we could expect very small profits from these rates, which we authorize only to finish your voyage at Padang.

"Your Friends,

"Nath. Silsbee, by
Nath. Silsbee, Jr.
Dudley L. Pickman
Robert Stone
William Silsbee
Z. F. Silsbee."

"4/4 on London we consider equal to 2 63/100 guilders on Antwerp. The limit here given is predicated on a return duty of 2 guilders, if it is less you must reduce the limit unless you can negotiate your bills to sufficient advantage to counterbalance this, in which case you may give something more, not to exceed in any event the price named in cash and balancing the return duty by gain on the bills or good freight to be had to fill up your ship."

"Salem, June 16, 1829.

"Capt. J. D. Gillis.

"Sir: We hope this may meet you at Antwerp with a cargo of Coffee, & that the state of the market will be such as to enable you to cause an immediate & profitable sale of it. You will, of course, consign the sale of the cargo to whichever of the two houses at Antwerp you have negotiated drafts upon, & if you have drawn upon both Messrs. L. G. Martens Mosselman & Co., and Messrs. A. Barrow Putnam & Co., you will in such case either consign to the two houses jointly or part to each house separately as may be most agreeable to them.

"After delivering the cargo at Antwerp we wish the vessel to come directly here, in ballast, unless you can

obtain freight either at Antwerp or some other Port, for a Port in the United States, which you are at liberty to do if you find it more to our interest (taking the time & expense of obtaining the freight into consideration) than to return in ballast. Some vessels did well last year by taking Swiss passengers from Havre to New York & we notice that some vessels have lately gone from Holland & Antwerp for Flanders & other Ports on the Western Coast of Europe for freights. You will inform yourself respecting them, especially the voyage from Havre & avail yourself of any thing which promises advantage to us.

"At Antwerp you will leave your funds in the hands of your merchants subject to our order.

"Yours &c.,

Nath. Silsbee
Dudley L. Pickman
Robert Stone
William Silsbee for self &
Zach. F. Silsbee."

"Capt. James D. Gillis of Brig Malay."

"Salem, 31 Aug., 1829.

"Capt. J. D. Gillis.

"Sir: Should you go to Leghorn or Genoa with your cargo, you will take freight for this country or elsewhere at your discretion, from any of the Mediterranean Ports, as you shall judge for our interest, or if you cannot get reasonable freight for our whole vessel you may take what you can get at your port of unloading & if this should be Genoa may go from thence to Leghorn to complete your loading & we have written to Messrs. John Webb & Co., Leghorn, that they may buy six hundred Bales Rags for our account on your order if they can get freight to fill up the vessel. They have formerly shipped goods themselves & we think will do it now, for their own account, to complete your cargo or for part of it, & you will urge this on them as condition of your coming for the Rags or taking them if you are at Leghorn. They pay no profit now beyond a bare freight & indeed hardly that from the

THE SHIP "FRIENDSHIP," BUILT IN 1815

Painted in colors on a plate by a Chinese artist at Canton about 1820
From the collections of the Peabody Museum, Salem

latest sales. Messrs. Webb & Co. we think will be disposed to do everything in their power for us & we trust will give the freight as requested.

"Sept. 8. Confirming the within, in case you cannot get a freight for your vessel or find satisfactory employment for her, you may load for account 800 to 1000 Bales Rags at Leghorn, as you may judge best, but we should prefer your taking only the quantity entered within, 5 or 600 Bales & freight to fill up. We should like whatever Rags are shipped to 1/3 or 3/7 of first quality, & the residue in equal proportions of 2d & 3d sorts. You will write to the Leghorn House if you are at Genoa immediately so as to have no delay as a little time may be required for the Rags & of course will keep this part of our instructions entirely to yourself.

"Your Friends, &c.

"Nath. Silsbee, Dudley L. Pickman, Robt. Stone.

"The Balance of funds remit to Tim. Wiggin, Esq., London for our acct."

"Salem, 5 Sept., 1829.

"Capt. James D. Gillis.

"Sir: Since writing you we have accounts from Padang, indirectly, which lead us to hope you may load there on very favorable terms. In this event considering the saving it may make in time & that business here is so very dull, we authorize you to return from Antwerp for a cargo of Coffee from Padang or the out ports in Java or failing those, Pepper from Sumatra. In this case the brig should be new coppered if she requires it with best copper about as high as she is now & fitted out with as much economy as possible for the voyage, taking about the same amount of funds (or rather more if you think it necessary) & a confirmed credit for sufficient sum to complete your cargo, to be drawn for by you on London or Holland as you find best in India. This credit you can obtain we presume, from either of the houses in Antwerp & from Mr. Wiggin in London, if necessary, by sending him a copy of this letter.

"Your last voyage this was limited to £4000 sterling or 50,000 guilders. About the same might be required for this voyage or perhaps something more, should you load at Java instead of Padang. With respect to the limits for Coffee at Padang, we think those of your last voyage about right, considering our last advices from Europe, but you may vary from them a little, with the advice of your merchant in Antwerp as prospects there shall authorize when you leave, & the limit at Java should be in proportion. Failing these, you should go to the Pepper Ports & load or go there from Padang, if the prospects at Java should be such as to render it best not to go there. We are aware that you are not bound to go back on the second voyage, but as everything here is very dull we think you may be willing to do it. We shall expect your compensation to be the same as for your present voyage.

Your Friends & Owners,

"Nath. Silsbee, Dudley L. Pickman, Robert Stone."

"Old copper is worth here 16½ cents. You will sell it or send it home to us as most advantageous.

"Your wife & son are well.

"If you think it an object you may take out a few goods for our account at your discretion, also any freight which you can obtain.

"Capt. J. D. Gillis, Care of L. J. Martens Mosselman & Co., Antwerp.

"Care of Messrs. Latham & Gair, Liverpool.

"Packet, 8 Sept."

(Then follows a letter and memo. of prices from L. J. Martens Mosselman & Co., dated Antwerp, Oct. 17, 1829, concerning prices of Coffee, Sugar, Indigo, Cotton, Tobacco, Rice, Logwood, Fustic, Hides, Pepper, Ashes, and Whale Oil.)

"Marseilles, 21 Nov. 1829.

"Capt. Brig Malay,

"Gibraltar:

"Sir: Being informed of you being expected at Gib-

raltar from the coast with a cargo of Pepper, & having last year disposed of the cargo of the ship "Friendship," Capt. J. H. Davis, belonging to your owners, Messrs. Silsbee, Pickman & Stone of Salem, to their approbation, we consider ourselves bound to wait on you with such information on the article as the situation of our mkts. affords, to govern you in the selection of your market in the Mediterranean. For some years past the greater number of the Pepper ships coming into this sea have been to Marseilles and chiefly to us, and it is highly gratifying to us to be able to add, with satisfactory results to the concerned. During the present season we know of only three that have come in to the Mediterranean. The brig 'Mexican,' so far back as the month of August with 3300 piculs to us and lately the ship 'William & Henry' at Leghorn and 'Friendship' to Trieste.

"The very early arrival of the former carrying with it an impression that numerous ones would follow and the stock in second hands hanging over from last year's importations were much against it, and we were obliged to let it go at 7 dols. p. lb. disct. 30%, rendering something short of 5 cents per English lb. The case is now, however, different, the second hand stock much reduced and the lateness of the year rendering heavy further supplies much less probable, we have little doubt of obtaining perhaps better but at least equal to 5 cents p. lb. Nett. English.

"At all events we beg to assure you what we believe our worthy friends, Messrs. Hill & Blodget, through whose medium we do ourselves the pleasure of transmitting this to you, will unhesitatingly confirm, that if you come up here to avail of our services every exertion will be made on our part to obtain the most favorable results possible, meantime, We are Respectfully,

"Your Very Obedt. Servts.

"Fitch Bros. & Co.

"Capt. of the Brig Malay.
"Care of Messrs. Hill & Blodgett, Gibralter."

Invoice of Merchandise shipt on board Ship Delphos,

James D. Gillis, Master, on his account and risque, bound for Sumatra.

1 Box Cotton Handfs.	$250.
1 Box Gold Rings & 2 Chains	100.
39 Doz. Cotton Hankfs.	190.
8 pieces French Print 4/4 wide	85.
An invoice of Tobacco	175.
4 crates Crockery Ware	120.
	$920.

Salem, Oct. 12, 1830.
James D. Gillis,
Insured at Oriental Office for $950.00

(To be continued.)

BLOCKADE RUNNER, "PETERHOFF"

Formerly the Emperor of Russia's yacht, built in 1850

From a lithograph in the collection of F. B. C. Bradlee

BLOCKADE RUNNING DURING THE CIVIL WAR

And the Effect of Land and Water Transportation On the Confederacy.

By Francis B. C. Bradlee.

(*Continued from Volume LX, page* 372.)

He found that she had no clearance papers or register, such as must be carried by a ship in good standing; her cargo consisted of 1600 bales of cotton and 500 barrels of resin. Besides a crew of over 50 men, the "Memphis" carried the usual Confederate mail bags, several passengers, including a well-known Charleston pilot who was going out to bring in another blockade runner.

The "Memphis" proved to be a brand-new iron screw steamer, 1,038 tons gross, built at Dumbarton, Scotland. She measured 236 feet long, 31 feet beam, and was propelled by a set of inverted direct-acting engines having two cylinders each 44 inches in diameter, 36 inches stroke. At her sale by the U. S. marshal, the Navy Department bid her in and transformed her into a man-of-war; soon after she was placed on blockading duty and succeeded in capturing several of her whildom friends. When the Navy was reduced at the close of the war, the "Memphis" was acquired by William F. Weld & Co. of Boston, who renamed her the "Mississippi," and ran her for many years as a passenger and freight steamer on their Merchants Line between New York and New Orleans. In the 1880's she plied between Boston and the Azores, as the property of Henry F. Hastings & Co. of the former city who finally sold the old steamer to the Oregon Improvement Co.

On May 21st, 1862, U. S. Consul Dudley at Liverpool, in a dispatch to the State Department,* reported the following additions to the blockade running fleet: ". . . The 'Julia Usher,' alias 'Annie Childs,' is taking on today 20 complete fieldpieces. Her cargo will be very valuable. . . . The 'Rosalind,' ex 'Princess Royal,' now loading with goods and munitions of war by Fraser, Trenholm

* Official Naval Records of the Civil War, Series I, Vol. 7, pp. 464-65.

and Co. for the rebel government. Captain Wallace will command her, and she will clear for Nassau; 190 tons." Owing to many changes in the names of the blockade runners, their history is a most difficult matter to trace, but it is believed that the 'Princess Royal' before mentioned (an iron steam propeller) was the same vessel that was chased and finally run ashore near Charleston, January 29th, 1863, by the U. S. S. "Unadilla," Commander Quackenbush. The "Princess Royal" was then four days out from Bermuda, loaded with rifled guns, small arms, ammunition, steam engines for the Confederate ironclads, etc. This cargo alone was valued at $360,000, yielding large sums in prize money to the officers and crew of the "Unadilla." It was a well-known fact that the various commanders of the blockading fleets acquired handsome fortunes by means of captured prizes. Other valuable blockade runners taken were the "Cambria," "Lodona" and "Stettin," whose ladings were appraised at $191,000, $246,000, and $226,000, respectively.* In some respects the Confederates had advantages superior to the Union cause. The markets of Europe were glutted with rifled guns and engines, and almost all the blockade runners carried rifled field guns for the Confederacy, while the conservative War and Navy Departments of the North felt it due to the people that all the implements of war should be made at home. The result was that the Confederates at an early stage of the war had their forts partly armed with heavy rifled guns, while in the United States Navy a rifled gun was an exception.†

It was plainly to be seen that, as long as blockade running continued, the task of putting down the Confederacy was greatly increased, and it could only be prevented by the untiring energy and watchfulness of the Navy, incited somewhat by the hope of prize money, which is a great incentive to extra exertions in time of war, both to officers

* Leaves From a Lawyer's Life Afloat and Ashore, by Charles Cowley, Judge Advocate of U. S. South Atlantic Blockading Fleet, p. 84.

† Naval History of the Civil War, by Admiral D. D. Porter, U. S. N., p. 368.

and men. There was plenty of timber in the South, and the Confederates could and did build vessels as fast as Perry did on Lake Erie, but they could not construct engines of the kind they required.

The British merchants who went into blockade running with such alacrity, probably never dreamed of the facility with which the United States Government could equip a large number of vessels exactly calculated to run down and capture their own. Blockade runners were taken in large numbers and the vessels and cargoes condemned by our Admiralty Courts without protest from the British Government.

There was yet another factor that the mercantile classes in Great Britain had not taken into account,—the watchfulness and energy of the American naval officers, who were ever on the alert, and would either run the blockade runners off the coast, or upon the beach, where they would fall into Federal hands, often with their cargoes in perfect order. This was the case with the "Princess Royal," which was floated off without sustaining the least injury, and was fitted up by the Navy Department as a gunboat and performed great service, under Commander M. B. Woolsey, at the capture of the forts at Donaldsonville, Louisiana.

The United States consul at Glasgow sent a dispatch to the State Department, dated May 16th, 1862,* and giving the following information regarding blockade runners fitting out at that port: "Three steamers, built of iron, and all swift, crack boats, are now ready to sail from this port for the purpose of running the blockade. They all go by the way of ports in the West Indies, and though not one carries out her cargo from here, they will all be laden chiefly with arms and ammunition. They have all been clandestinely fitted out 40 miles below here, at the ports of Greenock and Dumbarton at the mouth of the Clyde.

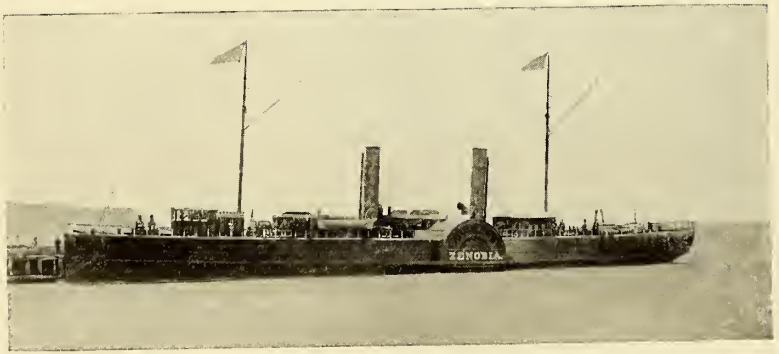
"The first is the new iron steamer 'Columbia,' of about 1000 tons burden. She cleared from here yesterday for

* Official Naval Records of the Civil War, Series I, Vol. 7, p. 465.

Hamburg ostensibly, carrying only coals and eight guns. She may sail directly for the Southern coast, but from all the information I have been able to collect, she goes to Hamburg for cargo and thence on her contraband mission. . . . The second is the 'Leopard,' of about the same size and tonnage, a swift side-wheel boat. She sailed yesterday also, for Cardiff, where she is to take in her contraband cargo. . . . Her captain told one of my spies that he was bound for Charleston. . . . The third is the 'Adela,' of about the same size as the others. She has cleared for Liverpool in ballast."

Among other well-known blockade runners was the iron paddle steamer "Peterhoff," formerly the Emperor of Russia's yacht. Her capture, while bound from England to Matamoras, via Havana, resulted in a very pretty "diplomatic incident" between the United States and Great Britain. The "Peterhoff" sailed from London for the mouth of the Rio Grande river (Matamoras) in January, 1863, and was captured on February 25th, when off the island of St. Thomas, by the U. S. S. "Vanderbilt," formerly the well-known ocean steamer of that name, presented by her owner, "Commodore" Vanderbilt, to the Government. The blockade runner's cargo was an unusually valuable one, consisting of thirty-two cases of artillery harness, a large quantity of boots, eighty bales of blankets, large quantities of iron, steel, nails, leather and drugs, including 1000 pounds of calomel, large quantities of morphine, 265 pounds of chloroform, and 2640 ounces of quinine. In the bills of lading covering the freight it was specified that the same was destined for Matamoras, and to be taken from alongside the ship at the mouth of the Rio Grande. The agents of the "Peterhoff" had issued a circular quite openly the previous November, notifying their friends desirous of shipping goods to the Confederacy, that they would despatch a vessel to the Rio Grande about December 1st. After her capture the "Peterhoff" was taken into the United States service and sunk by collision off the coast of North Carolina on March 6th, 1864.

Most of the blockade runners carried mail bags, and



STEAMER "ZENOBIA"

Formerly the blockade runner, "Stag," 1864

From a photograph in the collection of F. B. C. Bradlee

apparently until the above date, in the event of the vessel's capture they had been forwarded to their destination unopened. In the case of the "Peterhoff," however, the mail bag and its contents were opened and inspected by the U. S. Admiralty Court, resulting in a vigorous protest by Lord Lyons, the British Minister at Washington, for the blockade runner was under the English flag when captured. The quarrel dragged on at great length, and Mr. Welles, then Secretary of the Navy, expressed his opinion of the case as follows, in his famous Diary:*

"Wrote Seward a letter on the subject of captured mails, growing out of the prize 'Peterhoff.' On the 18th of August last I prepared a set of instructions embracing mails, on which Seward had unwittingly got committed. The President requested that this should be done in conformity with certain arrangements which Seward had made with the foreign ministers. I objected that the instructions which Mr. Seward had prepared in consultation with the foreigners were unjust to ourselves and contrary to usage and law, but to get clear of the difficulty they were so far modified as to not directly violate the statutes, though there remained something invidious towards naval officers which I did not like.

". . . Ultimately, however, the circular containing among other matters these instructions, by some instrumentality got into the papers, and the concessions were, even after they were cut down, so great that the Englishman complimented the Secretary of State for his liberal views. . . . Mr. Seward, on the 30th of October, wrote me a supercilious letter, stating it was expedient our naval officers should forward the mails captured on blockade runners, etc., to their destination as speedily as possible, without their being searched or opened.

"The tone and manner of the letter were supercilious and offensive, the concession disreputable and unwarrantable, the surrender of our indisputable rights disgraceful, and the whole thing unstatesmanlike and illegal, unjust to the Navy and the country, and discourteous to the

* Diary of Gideon Welles, Vol. I, p. 269.

Secretary of the Navy and the President, who had not been consulted. . . . He (Seward) said his object was to keep the peace, to soothe and calm the English and French for a few weeks. Lord Lyons now writes very adroitly that the seizure of the 'Peterhoff' mails was in violation of the order of our Government. . . . He makes no claim for surrender by right, or usage, or the law of nations, but it was by the order of our Government to the Secretary of the Navy. . . . Acting Rear Admiral Bailey has acted strictly in accordance with the law and his instructions in the matter of the 'Peterhoff's' mail."

It is believed that it was settled that the mails captured in blockade runners were part of the prize, and so not to be forwarded.

Several former transatlantic liners became blockade runners, and one of them, the "Circassian," was caught and eventually became a United States cruiser. The "Circassian," an iron screw steamer of 1750 tons gross, barque rigged and heavily sparred, was built by Mare and Co. on the Thames river (England) for the General Screw Shipping Co. to ply between British ports and Australia. This company failed and the "Circassian" then became the property of the heavily subsidized but ill-fated Galway Line, promoted to connect Galway, Ireland, with St. Johns, N. F., Boston and New York. In 1864 this venture also went under, hurting the purse and reputation of everyone connected with it, but they had evidently sold the "Circassian" some time before, for on May 4th, 1862, she was captured off the Cuban coast while on a blockade running voyage from Havana to Matamoras.

Her captor was the U. S. S. "Somerset," in charge of Lieutenant-Commander Earl English, who took the "Circassian" into Key West, where she was condemned by the prize court, and sold on November 8th, 1862, to the United States Navy Department for $107,000. The "Circassian" was then taken to New York and fitted out as a transport and supply vessel to cruise between Northern navy yards and Galveston, Texas, supplying the vessels of the various squadrons. She was classed as a "4th rate," and carried a battery of four Dahlgren smooth-bore IX-

inch guns, one 100-pounder Parrott rifle gun, one 30-pounder Parrott rifle, and a rifled 12-pounder.

On December 12th, 1862, the "Circassian" was placed in commission, commanded by Acting Volunteer Lieutenant W. B. Eaton, and sailed on her first trip four days later. While on her third trip, on June 16th, 1863, she captured the sloop "John Wesley," with a cargo of cotton, and on December 9th of the same year captured the British blockade runner, steamer "Minna," having on board a most valuable freight of arms and ammunition. The "Circassian" convoyed this prize to Boston, arriving there on December 17th. During the rest of the war she continued her trips as a supply vessel, and in June, 1865, was auctioned off in Boston for $71,000.

Another former transatlantic liner engaged in blockade running was the iron paddle steamer "Pacific," of 1270 tons gross, having oscillating engines of 1000 indicated horsepower. She had been built in 1854 by the famous Scott Russell, at his Millwall yard, near London, and was at that time one of the few steamers capable of steaming 13 knots an hour. The "Pacific" was originally intended for the Australian coasting trade; whether she ever reached that part of the world is unknown, but in the late 1850's and early 60's she belonged to the unfortunate Galway Line previously mentioned. In a report dated August, 1862,* on blockade runners frequenting Nassau, sent by Commander Guert Gansevoort, U. S. N., to the Secretary of the Navy, the former describes the "Pacific" as a "large, fast and very fine vessel."

The first outward cargo sent from Charleston through the blockade, was the steamer "Ella Warley," formerly the "Isabel," with a full cargo of cotton to Nassau. This venture was made by John Fraser and Co., one of the leading mercantile houses in Charleston, and its success demonstrated the possibility of sending out cotton to pay for arms, ammunition and general supplies. For several years prior to the war the "Isabel" had run between Charleston, Key West and Havana as a mail steamer,

* Official Naval Records of the Civil War, Series I, Vol. I, p. 413.

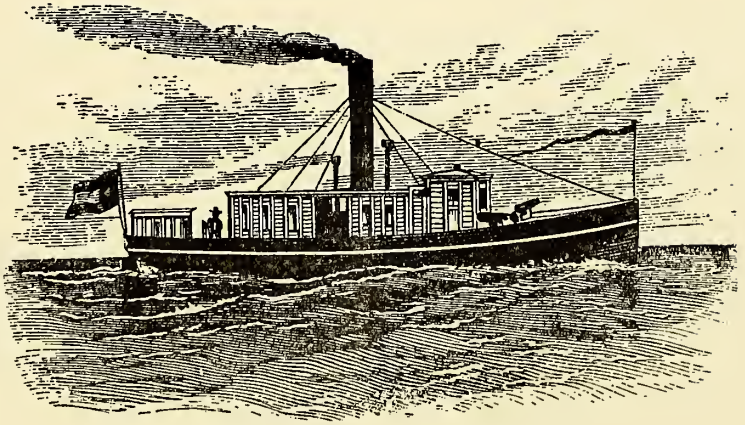
receiving a postal subsidy of $60,000 per annum from the United States Government.

These blockade running ventures involved large investments of capital, and required skill, courage and the best seamanship for success. It was estimated that between two hundred and two hundred and fifty "runners" were engaged in this service at Charleston and Georgetown, S. C., Wilmington, N. C., and Galveston, Texas.*

The following list, while perhaps somewhat dry reading, will be found valuable in years to come by students of Civil War history, showing as it does the name of every blockade runner which ran in or out of Charleston, together with the name of the captain and owner. From this list it will be seen that an immense capital was invested in the business, and to what an extent the Confederacy was benefited.

Names	*Owners*	*Captains*
Steamer "Gordon"	J. Fraser and Co.	T. J. Lockwood
Steamer "Antonica"	J. Fraser and Co.	L. M. Coxetter
Steamer "Margaret and Jessie"	J. Fraser and Co.	R. W. Lockwood
Steamer "Pet"	A. R. Chisholm and Co.	Foley
Steamer "Calypso"	Consolidated Co.	Black
Steamer "Ella and Annie"	Bee Co.	Carlin
Steamer "General Moultrie"	Ravenel and Co.	H. Tilton
Steamer "Hattie"	Collie and Co.	H. S. Lebby
Steamer "Fox"	J. Fraser and Co.	Brown
Steamer "Badger"	J. Fraser and Co.	D. Martin
Steamer "Leopard"	J. Fraser and Co.	Peck
Steamer "Lynx"	J. Fraser and Co.	E. C. Reid
Steamer "Presto"	J. Fraser and Co.	J. Horsey
Steamer "Sumter"	J. Fraser and Co.	E. C. Reid
Steamer "Rattlesnake"	W. G. Crenshaw	Vzini
Steamer "Colonel Lamb"	J. Fraser and Co.	T. J. Lockwood
Steamer "Hope"	J. Fraser and Co.	Wm. Hammer
Steamer "Ruby"	Collie and Co.	A. Swasey
Steamer "Let Her Be"	Chicora Co.	H. Holgate
Steamer "Let Her Rip"	Chicora Co.	A. O. Stone
Steamer "Republic"	J. Fraser and Co.	F. M. Harris
Steamer "Nina"	Ravenel and Co.	Relyea

* Year Book of the City of Charleston for 1883, p. 557.



BLOCKADE RUNNER "LADY DAVIS"
Once used as a Confederate Privateer, 1861

From the collection of F. B. C. Bradlee

Names	*Owners*	*Captains*
Steamer "Emily"	Bee Co.—Egan	
Steamer "Isabel"	J. Fraser and Co.—A. Swasey	
Steamer "Elizabeth"	J. Fraser and Co.—T. J. Lockwood	
Steamer "Juno"	Confederate States Govt.—Porcher	
Steamer "General Whiting"	Consolidated Co.—S. Adkins	
Steamer "Syren"	Cobia and Co.—J. Johnson	
Steamer "Nashville"	J. Fraser and Co.—Pegram	
Steamer "Theodora"	J. Fraser and Co.—J. N. Maffitt	
Steamer "Beauregard"	J. Fraser and Co.—H. Holgate	
Steamer "Kate"	J. Fraser and Co.—T. J. Lockwood	
Steamer "Fanny"	Bee Co.—D. Dunning	
Steamer "Alice"	Bee Co.—Kennedy	
Steamer "Caroline"	Bee Co.—C. Barkley	
Steamer "Dream"	Collie and Co.—Lockwood	
Steamer "Secret"	Collie and Co.—I. Davis	
Steamer "Druid"	Palmetto Co.—H. Tilton	
Steamer "Emma"		Hutchlin
Steamer "Raccoon"	J. Fraser and Co.—F. M. Harris	
Steamer "Banshee"	Collie and Co.—Speed	
Steamer "Herald"	Collie and Co.—Randall	
Steamer "Maryland"		Combs
Steamer "Fannie"		T. Moore
Steamer "Britannic"		Zachison
Steamer "Stonewall Jackson"		Peck
Steamer "Thistle"		M. Murray
Steamer "Julia"	Cobia Co.—Swan	
Steamer "Gem"	Cobia Co.—J. Johnson	
Steamer "Prince Albert"		———
Steamer "Lillian"		D. Martin
Steamer "Columbia"		Hutchinson
Steamer "Coquette"		Coombs
Steamer "Big Scotia"		Swan
Steamer "Little Scotia"		Swan
Steamer "Little Hattie"		———
Steamer "General Clinch"		Murphy
Steamer "Cecile"		Carlin
Steamer "Stag"		———
Steamer "Pearl"		———
Steamer "Florine"		———
Steamer "Stono"		———
Steamer "Nimoo"		———
Steamer "Owl"	Confederate Govt.—J. N. Maffitt	
Steamer "Little Ada"		———

Names	*Owners*	*Captains*
Steamer "Jupiter"		———
Steamer "Falcon"		———
Ship "Emily St. Pierre"	J. Fraser and Co.—	Wilson
Brig "Jeff. Davis"	Hall and Co.—	Coxetter
Barque "Etiwan"	J. Fraser and Co.—	J. Stephens
Brig "West Indian"		Arnot
Schooner "Beauregard"		Hayes
Schooner "Sallie"		Lebby
Schooner "E. Waterman"		Hawes
Schooner "Savannah"		Baker
Schooner "Dixie"		T. Moore
Schooner "Major E. Willis"	W. M. Hale—	W. M. Hale
Schooner "Kent"	W. M. Hale—	W. M. Hale
Schooner "Ben"		———
Schooner "Palmetto"		A. Swasey
Schooner "J. W. Ladson"	Mordecai and Co.—	Stone
Sloop "Swallow"	Adams and Willis—	C. Gould
Pilot Boat "Petrel"		Perry—Perry
Pilot Boat "Charleston"	William Hone—	William Hone
Pilot Boat "Chicora"		———
Pilot Boat "Leitch"		———
Pilot Boat "Pride"	Street and West—	T. Bennett*

The fate of the large proportion of the vessels named in this list may be inferred. Some succumbed to the perils of the deep, some were run ashore and wrecked to avoid capture, some became prizes to the United States fleet. Many of the blockade runners ran into four different ports, and it may be added that a number of them made from six to eighteen voyages. It was rare that a craft was captured on her first trip, and it could be quite safely figured that she would make two trips, and this generally paid for her cost and expenses and left a handsome profit in addition. A large British iron screw steamer, the "Southerner," plied regularly between Nassau and Liverpool, in connection with the blockade runners.

The "Ella and Annie," Capt. Frank N. Bonneau, was one of the most successful "runners" of the war, and paid her owners ten times over. The following thrilling story

* Year Book of the City of Charleston for 1883, pp. 558-59.

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of a trip on her through the Federal fleet is taken from an account written to and furnished by Dr. James Sprunt, the well-known historian of Wilmington, N. C., to "The Orphan's Friend and Masonic Journal," of Oxford, N. C., in its issue of February 18th, 1921:

RUNNING THE BLOCKADE.

Told by a Passenger on the "Ella and Annie."

FRED. A. OLDS.

Something like a twelve month ago the writer had the pleasure of giving The Orphan's Friend a review of a most amiable book by Dr. James Sprunt of Wilmington, with the title "Derelicts," its theme being the great and thrilling adventures of "Running the Blockade" during the War between the States. Dr. Sprunt is good enough to set much store by the writer's stories in The Orphan's Friend. It is unnecessary to say the praise from him is praise indeed. Now Dr. Sprunt writes as follows:

"My friend Capt. W. N. Mitchell, of Atlanta, Ga., has been corresponding with me lately with reference to the 'Ella and Annie,' one of the blockade runners, and I suggested that he write his experiences and have them published, supposing he would send his manuscript to an Atlanta paper. He has, however, sent me both his accounts of the blockading and also the cuts for the illustration. Since his article appears to have some matter of interest for juveniles, I am sending it with the cuts to you for The Orphan's Friend. Here is the letter referred to:

"My dear Mr. Sprunt: The thought is expressed by you that there may be living today, in Wilmington or the surrounding territory, some who recall the stirring days of the blockade-running out of the port of Wilmington, and you requesting that I write my experiences and observations in running the blockade. As we advance in life and approach nearer to the great divide, our recellections of our childhood come before us more vividly than occurrences of the past few years.

"When I ran the blockade I was a very small boy, but with eyes closed and a draft on memory, I can recall as

distinctly as if it occurred a month ago every incident connected with that wonderful voyage between Wilmington and Bermuda. I had three brothers in the Confederate Army, one of whom was killed at Gaine's Mill and one died of camp fever. In the spring of 1863 my mother received a communication, through the lines, from my brother-in-law in New York, that my eldest sister, his wife, was desperately ill, and urging my mother to come to New York. My two sisters in Virginia were married at their homes, and after mature thought, my mother decided to take my brother, two years older than myself, and me, and try and reach New York. Mr. Randolph, at that time Secretary of War of the Confederacy and who was a friend of our family, gave permit for us to leave the Confederacy and go to some point in the possessions of Great Britain.

"The late Mr. John E. Dove, Secretary of the Grand Lodge of Masons, furnished my mother with a letter, officially stamped from the Grand Lodge of Virginia, stating that she was a widow of a Past Grand Master and Grand Treasurer of Virginia, calling for the attention of all Masons, should help be necessary. I remember that we left Richmond and traveled down to Wilmington in a cheap, poorly lighted and poorly heated car, all the railroads had at that date, and arrived at Wilmington on a Saturday morning, stopping at the old Purcell House.

"We had arranged for passage on the blockade runner 'Ella and Annie,' which was under the command of Capt. Frank N. Bonneau. We were to sail the next day, and did, it being the last Sunday in July, 1863. I can see before me now the old wooden shed on the wharf to which was tied this boat. Mother and my brother and I went aboard and had the kindly courtesy of two gentlemen from Richmond, Messrs. Pemberton and Marshall, who were going out to Bermuda as representatives of the Confederate government. The boat was loaded with cotton, every space taken up with bales, some even being in the cabin, and I was told that in the hull of the boat a few barrels of oil had been scattered, with a fuse connected, so that in case of capture the boat could be run aground and

burned to keep the valuable cargo from the hands of the enemy.

"In the afternoon we dropped quietly down to the mouth of Cape Fear River. The 'Ella and Annie' was a side-wheel steamer, and suspended from the cover of the wheel to the water and weighted down, was canvas to deaden the sound of the revolutions of the wheel. Shortly after dark had settled down, I remember Captain Bonneau, a splendid, handsome, courtly gentleman of about 30, saying to either Mr. Marshall or Mr. Pemberton that the time had come and they were going to 'make the break.'

"I was, with all my boyhood's enthusiasm, excited and without any comprehension of the awful danger we were in. My mother was lying down in the cabin, which, as I remember, was a beautiful one, and we were all allowed the privilege extended by Captain Bonneau to go on deck. There was but one light on the boat, and that was the lamp on the wheel-house, shaded with a cover so that the rays could not be seen outside. In a little while the wheels began to revolve and we started on the great adventure. Before we had gone very far, I saw a sky-rocket go up, followed by some other lights, and Captain Bonneau, I well remember, said to the man at the wheel, 'We will go right through them at full speed.' I have since been told by Mr. Marshall, who is dead now, and who after the war kept a hat store in Richmond, and Mr. Pemberton of Richmond, that the boat rushed through the water for hours at full speed with all the steam she could carry.

"I went below and found my dear mother seasick, and in a few minutes I was also overcome, but the next morning before sunrise, with the wonderful excitement of the adventure, I was awake and ran up on deck. There was a haze over the entire ocean, and I heard Capt. Bonneau say, 'There is still danger, for when the fog lifts we may be within sight of a Yankee gunboat.' But when the sun came out, it was a beautiful day and not a sail or vessel could be seen. We then made direct for Bermuda, and I vividly recall the first sight of those beautiful islands. There was no Yankee boat anywhere near, and we sped

on and dropped anchor in the harbor of St. Georges. You can imagine the fascination of a boy, knowing he was absolutely safe, in watching the bumboat women paddle their canoes around our steamer, offering for sale their tropical fruits.

"In a little while we landed at the wharf, and went at once to the office of the Confederate agent, Mr. Norman Walker. And now let me tell of a singular coincidence. Mr. Walker was from Richmond and was a friend of our family. He was also brother-in-law of the late Hon. Peter J. Otey, member of Congress from Virginia, and at that time was on the staff of General Early, and was unmarried. Major Otey later married a Miss Floyd, the niece of Governor Floyd of Virginia, and his firstborn was a Miss Mary Otey, who is now my wife. How little could I, a small boy landing in the office of the Confederate agent, have thought that some day I would grow up and marry his niece.

"Another singular coincidence of the trip: In the office with Mr. Walker was a gentleman I did not know, but I remember his talking to me. Some years ago this gentleman was traffic manager of the old Richmond & Danville Railroad, and I was at his home, talking about this voyage on the 'Ella and Annie' and the arrival at Bermuda. He said, 'I remember very well when your mother and brother landed. I was in Mr. Walker's office, I also being an agent of the Confederate government.' This gentleman was Mr. Sol Haas, who is still remembered by many in Wilmington, and who married a lady from North Carolina, a Miss Cowan.

"As we had to wait about ten days for the steamer to carry us to Halifax, Nova Scotia, we went to Hamilton and stayed there, it being more pleasant than the little seaport town of St. Georges. We finally took passage on a British mail steamer, the 'Alpha,' and sailed away for Halifax. To show how early impressions last, I had gotten over my seasickness, as I thought, and went down to dinner. I remember it as if it was yesterday. The steward brought in an immense boiled leg of lamb, with cream sauce and little green capers on it. I looked at it

and then upstairs I fled to the rail of the boat, and to this day I have never been able to see or view with impunity a boiled leg of lamb with caper trimmings.

"Only one incident happened on the voyage from Bermuda to Halifax, and this was that one day we saw an immense ship bearing down on us under full head of sail, and the captain remarked that he thought it was a United States man-of-war. She came nearer and nearer and we got closer and closer together. Our captain ran up the British flag, and in return I saw a ball roll rapidly up the mast and suddenly break out into the sunlight. We were so close we could see the uniformed men on board. Now I was a little Confederate boy and had just come from the Confederacy, but I remember as a little boy in a boy's soldier company that I, when at the head of the company, had formerly carried that flag. My dead mother has often said that I ran to her and said, 'Look, Ma! there's our flag!' I have never forgotten it, and I have become more and more loyal to that flag and more and more imbued with Americanism, loyalty to that flag and allegiance to my country. My wife and I offered gladly and willingly our only child to the service of his country in the last great war. He went to France, and thank God came back safe and sound.

"We left Halifax by a Cunard steamer, and went to Boston, where my brother-in-law met us, and we took the train for New York. The first morning in New York, seeing the enormous crowds passing down Broadway and Fifth Avenue, I remarked to my mother and brother-in-law, 'Did you ever see so many men in your life.' And as I think over that and think of the great wealth, the millions of Europe to draw on for enlistments, what a wonderful heritage of self-sacrifice and bravery our ancestors in gray have left, and to think that for four years they almost fought the world. Cut off from all supplies, poor boys, many times half naked and hungry, the only source of supplies, medicine for the sick, surgical instruments for the wounded, was by means of that heroic band of blockade runners. All honor to them, and wherever they are under the sod, tread lightly, Southern men and

Southern women, as you pass that sacred spot, and drop a flower on the grave, kneel in a little prayer and bend the head with pride that the good God gave to our fair Southern land such noble, brave and adventurous spirits that were working for the honor of their section.

"The daguerreotype of Captain Bonneau from which this picture is made, was, I am told by his son in Charleston, taken in 1863, the very year he ran the blockade. As you know, Captain Bonneau died a few years ago in Charleston, over 80 years of age. The picture of the 'Ella and Annie' was made from a painting of her which is in the Navy Department, through the courtesy of that department. As you so vividly recite in your book, she was captured by Commander Breck of the 'Niphon,' and was converted into a Yankee gunboat, the 'Malvern,' and in the Navy Department is a water-color of the 'Malvern.' As you know, in the Navy Department are paintings of every war vessel ever owned by the United States. When this picture was taken it bore the flag of the United States, but I have had that painted out and at her stern flies the Confederate colors, just as they flew that Sunday in July when we ran the blockade.

"W. N. Mitchell."

Many of the blockade-running captains were, however, in a great degree removed from Captain Bonneau in courage, skill, or resourcefulness, resulting in the capture of their various vessels when in some cases escape was possible. Then again, among the Southern coastwise skippers, who were naturally given commands, very few possessed a knowledge of navigation by observation. While these men were excellent practical seamen, they had in their former trade depended wholly upon the method of "time and courses" for getting from one place to another. A ludicrous incident arising from this state of things happened to Commodore M. F. Maury, C. S. N. (the celebrated hydrographer) and his aid, Midshipman James Morris Morgan. The latter relates it as follows, in his inimitable book:*

* "Recollections of a Rebel Reefer," by James Morris Morgan, pp. 99-100.

BLOCKADE RUNNER "ELLA AND ANNIE"
Afterward the U. S. S. "Malvern"

From the collection of F. B. C. Bradlee

". . . On the night of October 9th, 1862, we made another attempt to get through the blockade. (Commodore Maury had been given an important European mission by the Confederate government.) All lights were out except the one in the covered binnacle protecting the compass. . . . Captain Coxetter, who commanded the 'Herald,' had previously commanded the privateer 'Jeff Davis,' and had no desire to be taken prisoner, as he had been proclaimed by the Federal government to be a pirate and he was doubtful about the treatment he would receive if he fell into the enemy's hands.

"He was convinced that the great danger in running the blockade was in his own engine-room, so he seated himself on the ladder leading down to it and politely informed the engineer that if the engine stopped before he was clear of the fleet, he, the engineer, would be a dead man.

"As Coxetter held in his hand a Colt's revolver, this sounded like no idle threat. . . . We safely bumped our way across the shallows, and, plunging and tossing in the gale, this little cockleshell, whose rail was scarcely five feet above the sea level, bucked her way toward Bermuda.

"Bermuda is only 600 miles from Charleston; a fast ship could do the distance easily in forty-eight hours, but the 'Herald' was slow: six or seven knots was her speed in good weather and eight when she was pushed. She had tumbled about in the sea so much that she had put one of her engines out of commission and it had to be disconnected. . . . On the fifth day the weather moderated and we sighted two schooners. To our surprise, Captain Coxetter headed for them and, hailing one, asked for their latitude and longitude. The schooner gave the information, adding that she navigated with a 'blue pigeon' (a deep-sea lead), which, of course. was very reassuring.

". . . Captain Coxetter* had spent his life in the coasting trade between Charleston and Florida ports, and even when he commanded for a few months the privateer 'Jeff Davis,' he had never been far away from the land.

* After the war, Capt. Coxetter for many years commanded steamboats plying on the St. John's River, Florida.

Such was the jealousy, however, of merchant sailors towards officers of the navy, that with one of the most celebrated navigators in the world on board his ship, he had not as yet confided to anybody the fact that he was lost.

"On the sixth day, however, he told Commodore Maury that something terrible must have happened, as he had sailed his ship directly over the spot where the Bermuda Islands ought to be! Commodore Maury told him that he could do nothing for him before ten o'clock that night, and advised him to slow down. At ten o'clock the great scientist and geographer went on deck and took observations, at times lying flat on his back, sextant in hand, as he made measurements of the stars. When he had finished his calculations, he gave the captain a course and told him that by steering it at a certain speed he would sight the light at Port Hamilton by two o'clock in the morning.

"No one turned into his bunk that night except the Commodore and his little son; the rest of us were too anxious. Four bells struck, and no light was in sight. Five minutes more passed, and still not a sign of it; then grumbling commenced, and the passengers generally agreed with the man who expressed the opinion that there was too much d—— science on board and that we should all be on our way to Fort Lafayette in New York Harbor as soon as day broke. At ten minutes past two the masthead lookout sang out, 'Light ho!'—and the learned old commodore's reputation as a navigator was saved.

"We ran round the islands and entered the picturesque harbor of St. George at daylight. There were eight or ten other blockade runners lying in the harbor, and their captains and mates lived at the same little whitewashed hotel where the commodore and I stopped, which gave us an opportunity of seeing something of their manner of life when ashore. Their business was risky, and the penalty of being caught was severe; they were a reckless lot, and believed in eating, drinking and being merry, for fear they would die on the morrow and might miss something.

"Their orgies reminded me of the stories of the way the pirates in the West Indies spent their time when in

their secret havens. The men who commanded many of these blockade runners had probably never before in their lives received more than fifty to seventy-five dollars a month for their services; now they received ten thousand dollars in gold for a round trip, besides being allowed cargo space to take in to the Confederacy, for their own account, goods which could be sold at a fabulous price, and also to bring out a limited number of bales of cotton worth a dollar a pound.

"In Bermuda these men seemed to suffer from a chronic thirst which could only be assuaged by champagne, and one of their amusements was to sit in the windows with bags of shillings and throw handfuls of the coins to a crowd of loafing negroes in the street, to see them scramble. It is a singular fact that five years after the war not one of these men had a dollar to bless himself with. Another singular fact was that it was not always the speedier craft that were the most successful. The 'Kate' (named after Mrs. William Trenholm) ran through the blockading fleets sixty times, and she could not steam faster than seven or eight knots. That was the record; next to her came the 'Herald,' or the 'Antonica,' as she was afterwards called."

One of the narrowest escapes that ever befell a blockade runner was that of the paddle steamer "Lilian," a small craft of some 500 tons, owned largely by the State of Georgia, and operated by the Confederate Government. Mr. James Sprunt, of Wilmington, North Carolina, the well-known historian, was then (July, 1864) purser of the "Lilian." The latter was chased for nearly one hundred miles from Cape Lookout by the United States steamer "Shenandoah," which sailed a parallel course within half a mile of her and at times forced the "Lilian" into the breakers.

The soundings along the coast of North Carolina are regular, and the floor of the ocean is remarkably even. A steamer hard pressed by the enemy could run along the outer edge of the breakers without great risk of grounding; the pursuer, being usually of deeper draft, was obliged to keep further off shore.

This was probably the narrowest escape ever made by a blockade runner in a chase. The "Shenandoah" began firing her broadside guns at three o'clock in the afternoon, her gunners and the commanding officers of the batteries being distinctly visible to the "Lilian's" crew.* A heavy sea was running, which deflected the aim of the man-of-war, and this alone saved the "Lilian" from destruction.

A furious bombardment by the "Shenandoah," aggravated by the display of the "Lilian's" Confederate flag, was continued until nightfall, when, by a clever ruse, the "Lilian," guided by the flash of her pursuer's guns, stopped for a few minutes; then, putting her helm hard over, ran across the wake of the warship straight out to sea, and on the following morning passed the fleet off Fort Fisher in such a crippled condition that several weeks were spent in Wilmington for repairs.

The "Lilian's" capture on her return voyage (August 23rd, 1864) is described as follows by her pilot, J. W. Craig, afterwards a Methodist clergyman:

"Trouble began before we got outside. An armed barge from the United States fleet had come close inside the western bar and lay in our track in the channel, and immediately upon our approach sent up a rocket and fired a gun, which was instantly answered by the fleet outside, and I remember we crossed the bar in a bright flash of Drummond lights and rockets which made the night as bright as day.

"Every one of the blockaders was firing at or over us as we headed out to sea, and when the next morning, Sunday, dawned, we had just succeeded in dropping the last of the cruisers, which had chased us all night.

"We were congratulating ourselves after breakfast that morning that we would have a clear sea towards Bermuda —and, by the way, the sea was as smooth as glass—when the lookout in the crow's nest reported a vessel of war ahead, shortly afterwards another on the starboard bow, and in a few minutes a fourth on our beam. We had

* The account of the "Lilian's" escape and capture later on is derived from the "Chronicles of the Cape Fear River," by James Sprunt.

CONFEDERATE SUBMARINE TORPEDO BOAT, "H. C. HUNDLEY," 1863

The first in the world used in war

From a war-time photograph by Cook of Charleston, in the F. B. C. Bradlee collection

unfortunately run into the second line of blockaders, called the Gulf Squadron, and it was not more than two hours before they were all in range and pelting us with shells.

"The chase lasted until half-past one in the afternoon, when a shell from the cruiser on our starboard beam, called the 'Gettysburg,' formerly the blockade runner 'Margaret and Jessie,' struck us below the water-line, making a large hole through which the water rushed like a mill stream.

"All our efforts to stop the leak with blankets were unavailing. We had previously thrown over our deck-load of cotton, but it was impossible to reach the aperture from the inside, as the hold was jam full of cotton; and in a short time the vessel began to steer badly and gradually sank almost to the level of the deck. Finding further efforts to escape utterly fruitless, the captain stopped the ship and surrendered to the boats which immediately surrounded us.

"I remember that when the 'Lilian' was hove to and the United States officers came on board, our sullen and dejected commander was standing on the starboard paddle-box, with his arms folded and his back turned to the approaching Federals. One of them, with a drawn sword, approached and asked if he was in command of the ship. Captain Martin responded with an oath: 'I was in command, but I suppose you are captain now.'

"Although every effort had been made to escape, those of us who knew Captain Maffitt, the former commander of the 'Lilian,' regretted very much his absence on this occasion, as he would most likely have been more fortunate in getting away.

"Knowing how eager the Federals were to identify the pilot of the ship, they being in blissful ignorance that there were no fewer than five Wilmington pilots on board (on their way to Bermuda to bring in blockade runners), we all agreed to personate firemen or members of the crew, and succeeded in passing ourselves off as such. Subsequently all of us escaped except the ship's pilot, who was detained at Point Lookout until the end of the war."

On the occasion of the "Lilian's" capture, Mr. James

Sprunt, then only eighteen years of age, was her purser, and he, with the rest of her crew of 48 men, were taken aboard the U. S. S. "Keystone State," which the next day joined the blockading fleet at New Inlet. The United States ships engaged in this exciting chase were the "Boston," "Gettysburg," "Detroit," "Keystone State," and one other whose name cannot now be recalled.

The "Lilian" was a beautiful little ship, a model of a yacht, and very fast. She made many successful trips, eluding the vigilance of the blockading fleet or showing them her heels. After her capture she was towed into Beaufort, S. C., and repaired at Philadelphia. She was then equipped by the United States Navy with an armament of two heavy guns and took part in the second attack upon Fort Fisher.

The *Charleston Courier* of December 17th, 1863, contained the following advertisement:

"BLOCKADE STOCKS,"
"Bee," "Chicora," "Cobia," "Pet,"
"For sale by H. H. De Leon,
"461 King Street, opposite Citadel Square."

In the same paper was a much longer advertisement of the "Bee Company," of which the editor said: "These gentlemen have already sold upwards of $700,000 worth of goods, which has saved to the purchasers at least $150-000 to $200,000 on the previous ruling prices."

The following paragraph from the *Charleston Mercury* of April 26th, 1862, shows how boldly blockade running was carried on before the establishment of the inside blockade by the capture of Morris Island; it is a sample of many more:

"On Saturday last, nine sailing vessels, among which were the schooners 'Wave' and the 'Guide,' started from this harbor to run the blockade. Just as they were crossing the bar they encountered the U. S. gunboat 'Huron,' Lieutenant Downes, and other blockading vessels, who immediately opened fire. The 'Wave,' the 'Guide,' and two others of the nine sailing vessels, were forced to yield."

On November 13th, 1863, the *Mercury* announced the

payment of handsome dividends by three blockade running companies, one of them at the rate of $500 a share.

During the time Admiral Du Pont commanded the South Atlantic Blockading Fleet (until 1863), the Charleston newspapers reported the arrival and departure of vessels from that port as regularly and as openly, but of course not as numerously, as before the war. Even after Dahlgren established his ironclad fleet inside the bar and posted his pickets every night in the throat of the harbor, between Sumter and Moultrie, these arrivals and departures were from time to time announced, but more guardedly, except when the blockade runner had been run aground or badly shelled.

Very few people, probably, realize that in 1864 a bold attempt was made by the Confederates to break the blockade off Charleston by means of a submarine torpedo boat, the "H. C. Hunley," named for her inventor, who was a native of Mobile. This vessel was then called "the fish torpedo boat," and was an iron cylindrical cigar-shaped craft only 35 feet in length. She could actually dive and be propelled under water and rise to the surface. The motive power was furnished by the crew, who, sitting *vis-à-vis* on benches, turned a crank connecting the propeller shaft. After several unsuccessful and fatal attempts at Mobile and Charleston, Hunley went to the latter city to take command of his invention in person. Volunteers seemed easy to find, for he picked six men, and starting out in the harbor made several spectacular dives. She worked well until an attempt was made to dive under the Confederate receiving ship "Indian Chief," when she fouled a cable and once more proved a coffin for every man within her, including her inventor.

Nothing daunted, Lieutenant George E. Dixon, C. S. N., a friend of Hunley's, got together another crew, and on February 17th, 1864, silently moved, but this time on the surface of the water, to where the U. S. steam sloop "Housatonic" was lying at anchor. The torpedo plunged against her side and exploded, sinking her within five minutes. Five of the "Housatonic's" people were killed by the shock or drowned; the remainder took refuge in the rigging, from which they were rescued by other ves-

sels of the fleet. But the little "Hunley" never returned. She went under, probably carried down by the suction of the sinking man-of-war, and all the lives on board were sacrificed.*

It has been the custom to berate the commercial classes of Great Britain for exporting goods to the Confederate States, in violation of our blockade. But probably more goods were carried South through the instrumentality of merchants in the United States than by all the merchants of Europe. More secrecy was observed by those residing in New York, who engaged in this business, than was observed in running the blockade of Mexico; but it is none the less true, that, in the Civil War as in the Mexican War, munitions of war were furnished in very large quantities to the enemies of the United States by citizens of the United States. Horace Greeley said† that the ideas and vital aims of the South were "more generally cherished" in New York than in South Carolina or Louisiana.

The many light-draft harbors, bays and inlets along the Florida coast were the points of destination for small steamers and sailing craft laden with supplies from West Indian ports, particularly the Bahamas. Merchants in the Southern towns co-operated with business men in the North, or in Europe, in the exchange of commodities. Usually this was effected in West Indian ports. The trade was sometimes referred to as "the three-cornered trade,"—meaning the South, the West Indies, and Europe or the North.

These small blockade runners slipped out to sea on dark nights laden with cotton, tobacco or turpentine; and squeezed back into cover with coffee, tea, medicines, cloth, fine provisions, miscellaneous assortments of manufactured articles, arms and munitions of war. Choctawhatchee Bay, St. Andrews Bay, Deadman's Bay, Apalachicola, St. Marks, Cedar Keys, and Tampa, were the principal points of operation on the west Florida coast; on the east coast, the Indian River, Fernandina, the St. Johns River, St. Augustine, Mosquito Inlet and Jupiter Inlet.

* Scharf's History of the Confederate Navy, pp. 760-61.

† American Conflict, Vol. II, p. 8.

(To be continued)

THE BURNAP-BURNETT GENEALOGY.

By Henry Wyckoff Belknap.

(*Continued from Volume LX, page* 348.)

422. William Burnap (Burnett), born 23 August 1829, may have married, 16 October 1853, Rosena Murray of Norwich, he being then of Canterbury. He lived at Canterbury at that time if this was his marriage; in 1863 he was living in Griswold, Conn.

430. Servington Savery Burnap (Burnett), born 17 January 1827; his name also appears in the Hampton, Conn., records as Livingston S. He married, 12 July 1856, at Boston, both his wife and he being said to be of that city, Augusta C., born about 1833, at New Sharon, Me. (the State is given as Vermont in the daughter's birth record), daughter of Reuben Rand.

He evidently removed to Chicago, where he was a machinist by trade and his daughter was born there.

Child:

653. Emma Augusta, born 1 Apl. 1859.

431. Martha (Patty) Burnap, the date of whose birth is not on record, married 1 December 1796, at Reading, Mass., Thomas Morey of Billerica. Neither the Reading nor Billerica Records give any clue as to his parents or place of birth nor does the History of the latter indicate that he lived there.

Children, born in Hingham, Mass.—Morey:

Thomas, born 4 Sep. 1802, married 12 June, 1835, Lucy F. Lincoln. He was the manager of the Union Hotel at Hingham and ran a coach line from there to Boston. He died 26 Nov. 1878, ae. 76, at Cohasset, Mass.

Martha, (perhaps their daughter), married (intention) 1 Feb. 1821, Ebenezer Kittredge of Tewksbury, Mass.

Jacob, born about 1800, married Nancy C. Eames of Hingham. He died 23 Jul. 1860, ae. 51.

Sarah, died 23 Nov. 1844, at Hingham.

432. Hannah Burnap, born 11 June 1788, married 14 May 1807, at Fitchburg, Mass., Reuben, born 8 December, baptized 30 December, 1781, son of Reuben and Betty (Gibson) Gibson. He died 22 October 1813, at Salisbury, although he is said to have lived at Fitchburg, and had no children. There are other marriages recorded of Reuben Gibson: 21 May 1840, to Louisa Pierce; 19 July 1843, to Mary Maynard, and one published 12 June 1847, to Sarah A. Harris of Shutesbury. One or more of these may have been his, but there were one or more other Reuben Gibsons at the same time.

433. Jacob Burnap, born 5 January 1791, married 27 May 1812, at Salisbury, Vt., Lillah Irish, of Leicester, Vt. Nothing more is known of them.

434. Annis Parker Burnap, born 31 January 1793, married 19 December 1813, at Salisbury, Vt., Oliver, son of Abraham Gibson of Leicester, Vt. She was living in Salisbury at the time of the marriage. Nothing more is known.

437. Susannah Burnap, born 23 August 1800, married 15 September 1816, at Leicester, Vt., James, born 29 July 1793, at Leicester, son of James and Sally (Joy) Dow of that place. She was then of Salisbury and nothing more is found.

438. Martha Burnap, born 18 February 1803, is seen from the mention in her father's will to have married a Dandridge, unless the fact that she is called Martha Dandridge Burnap is to be taken to mean that this was her full name and that she was then unmarried.

439. Edward Burnap, born 27 April 1792, had a wife named Anna, as appears from the record of her death, and as he died 5 July 1842, aged 50, at Ludlow, Vt., she married again Stephen Weston, and died herself 17 April 1852, aged 56.

Children:

654. Addison, born about 1819, died 7 Nov. 1824, ae. 5.

655. Sally, born about 1823, died 3 Aug. 1828, ae. 5.

656. Dorothy, born about 1832, died 24 Apl. 1850, ae. 28, at Ludlow.

656a. Edward, born 28 Apl. 1834, Ludlow, died 12 Jul. 1902, Brentwood, N. H., ae. 68:2:14.

440. Mary (Polly) Burnap, born 27 January 1794, married 21 March 1814, Amos, born 28 July 1789, at Fitchburg, Mass., son of Aaron and Mary (Polly) (Phillips) Darby (Derby) of that place.

She died before 1855.

Child—Darby:

Nancy Merritt, born about 1830, married 10 Sep. 1851, Edmund Burnap (No. 657), q. v.

441. Hannah Burnap, born 22 October 1795, married 15 December 1825, Asa, born 30 March 1793, at Fitchburg, son of Jeremiah and Martha (Andrews) Kinsman of Ipswich and Fitchburg, and widower of Martha Stone, who died 3 September 1823.

She died before 1873 and he died 21 August 1873.

Children—Kinsman:

Ebenezer Thurston, born 9 Nov. 1827, Fitchburg, died 10 Dec. 1827.

George Washington, born 4 Oct. 1831, married 29 Aug. 1866, Sybil B. Daby (Darby, Derby) of Jay, N. Y.

443. Stillman Burnap, born 21 March 1804, married 1 April 1827, at Fitchburg, Meloda (Melody) Cousins, born 16 April 1810, at Fitchburg, daughter of Thomas Gleason and Lucretia (Lucy) (Rider) Creed. The date of her birth is so given in the records, but from the date of publishment of her parents' marriage, it would seem that it should be 1811.

They lived in Fitchburg, where he committed suicide 15 October 1868, aged 65:6:24, and she removed to Leominster, Mass., and probably to Sterling, as she was from that town when she married 2 August or 25 September, 1871, Wright, born 21 August 1794, son of Jacob and

Polly (Parmenter) Rugg of Princeton, Mass., by whom there were no children.

He died 22 May 1879, and she died 27 February 1881, at Leominster.

David Messenger of Fitchburg represents that Stillman Burnap of Fitchburg, died October 1868, leaving a widow, Melody C. Burnap, and next of kin, Edward Burnap of Ashburnham, Susan M., wife of Alex. H. Rugg of Sterling, Elvira, wife of Nathan Baker of Westminster, Charles H. Burnap of Ashby, Hannah E. Burnap of Fitchburg and Stillman W. Burnap and Nancy M. Burnap, minors of the same, all children, and prays that administration be granted. 31 October 1868.

An account 26 April 1870 is signed by: Melody C. Burnap (mark), Edward Burnapp, Jacob Rugg, Mary A. Rugg, Nathan Baker, Eliza Baker, Hannah E. Burnap, Warren Burnap, Nancy M. Burnap, C. H. Burnap, Susan M. Rugg, Alexander H. Rugg. Worcester Probate Records, No. 9174.

Melody Burnap of Leominster represents that a guardian should be appointed of Warren S. and Nancy M. Burnap, Warren S., born 24 July 1848 and Nancy M., 30 March 1851, minors and children of Stillman Burnap late of Fitchburg. Ibid, No. 9177.

Children, born in Fitchburg:

657. Edward (Edmund), born 3 Jun. 1828.
658. Leonard Mosman, born 21 Aug. 1830, died 26 Mar. 1831.
659. Susan Maranda, born 5 Apl. 1832.
660. Eliza Elvira, born 3 Nov. 1834.
661. Mary Ann, born 22 Aug. 1838.
662. Charles H., born 1843, died about 1901, Leominster.
663. Hannah Elizabeth, born 4 Jan. 1846, called Harriet in State Records.
664. Warren Stillman, born 24 Jul. 1848.
665. Elizabeth R., born about 1850?
665a. Nancy Melody, born 30 Mar. 1851.

444. Lydia Burnap, born 16 May 1808, married 21 December 1829, at Fitchburg, Jacob, born 9 May 1806,

at Fitchburg, son of Amos and Sally (Macintire) Brown Jr. Nothing further is found concerning them.

Children—Brown:

Thomas, born about 1833, died 22 Sep. 1852, ae. 19, Merrimac.
William, born about 1842, died 15 Mar. 1850, ae. 8.

445. Abigail Burnap, born 29 June 1810, married 16 March 1830, at Fitchburg, Joseph Troant, born 19 August 1807, son of Benjamin and Huldah Scott. No further records found.

Children, born in Fitchburg—Scott:

Mary Angeline, born 1 Jun. 1830.
William Phillips, born 11 Jun. 1831.
Sarah Emeline, born 10 Mar. 1834.
Martha Abigail, born 3 Apl. 1841.
Charles Henry, born 26 Aug. 1844.

446. Susan Burnap, born 25 May 1813, married 15 August 1833, Moses B. Daby (Darby, Derby) of Fitchburg. Nothing further known.

448. Upton Burnap, born 20 June 1804, married 15 December 1831, Harriet, born 5 October 1805, at Roxbury, N. H., daughter of John and Hannah (Griswold) Batcheller or Batchelder.

He lived at Nelson and perhaps at Keene, N. H., and died there 13 July 1854, aged 50, while she died also at Keene, 20 August 1886, aged 82.

Children, born at Nelson, N. H.:

666. Mary Cordelia, born 12 Jun. 1835, died 25 May, 1869, New York City.
667. Laura Harriet, born 16 Feb. 1846.

449. Josiah Burnap, born 26 August 1805, married at an unknown date, Miranda A., born 26 January 1809 or 1810, at Guilford, Vt., daughter of John and Susanna (Whitney) Adams of Ashburnham, Mass., and Guilford.

He was a tanner and currier about 1830 and lived at

Keene, N. H., where she died 19 September, 1892, aged 83, and was buried at North Adams, Mass., and he also died at Keene, 9 January 1893.

Child:

668. Edward Childs, born Jul. 1841, died 1 Sep. 1883.

452. Nancy Burnap, born 13 May 1810, married 5 or 30 September 1828, Asa Taft, whose parents are not known, but who may have been of the Uxbridge or Mendon, Mass., family of that name. He was born 20 May 1805, and both were of Nelson, N. H., at the time of marriage.

He died 29 December 1863, and she died 22 Feb. 1887.

Children—Taft:

Nancy Marietta, born 11 Apl. 1830, Warwick, Mass., lived in Keene.

Asa Albert, born 15 Sep. 1832, died 28 Jul. 1833, Warwick.

William Hollis, born 30 Mar. 1834, died 16 Jun. 1863, Nelson, N. H.

Charles Curtis, born 7 Nov. 1836, married 10 Mar. 1861, Martha Jane Hadley. He died 4 Jul. 1900, Keene.

James Scollay, born 16 Jul. 1844, Nelson, married 9 Jan. 1872, Helen Ann Ball.

Emoretta Maria, born 26 Aug. 1849, Nelson, married 25 Jun. 1889, Cadmon David Robertson.

453. Mary Burnap, born 26 June 1812, married 5 March 1840, Reuel Nims of Roxbury, N. H. She died 24 March 1869, at Nelson, where they lived.

Children, born at Nelson—Nims:

Ainsworth Melville, born 26 Jan. 1841, died 10 May, 1914, Keene, N. H.

Ruel Winslow, born 24 Jun. 1847, died 20 Jan. 1848.

Sumner, born 12 Mar. 1852, married 28 Feb. 1877, Luella Maria Hoyt of Keene. He died 6 May 1909.

Mary Cordelia, born 18 Nov. 1853.

454. Lura Burnap, born 3 April 1814, married 14 Nov. 1837, Maynard Wilson of Nelson; she died 6 March 1904, and he died 24 December 1904.

Child, born Nelson—Wilson:

Milton Whiton, born 10 Nov. 1838, married Mary M. Gage. He died 13 Nov. 1898, at Concord, N. H.

455. James Burnap, born 6 September 1816, married 17 October 1840, Mary Adelia, born about 1819, daughter of Emerson and Delia (Way) Gilman of Marlow, N. H.

He served an apprenticeship to his uncle Asa Spaulding in his tannery and carried on a business in that line as well as a farm. He was later a banker and manufacturer in Keene and was a Representative in the Legislature in 1861 and 1862, a State Senator 1876-7 and on the Governor's Council in 1879.

His wife died 1 September 1890, aged 70:10:7, at Marlow and he died there 28 October 1894, aged 78:1:22.

Child:

669. Sarah Abbie, born 22 Sep. 1847, living in Keene in 1916.

456. George Burnap, born 15 July 1818, married 4 June 1840, Susan M. Sherwin, born about 1817. He was a farmer and merchant in Keene, but seems to have lived in Templeton, N. H., for a time.

His wife died at Keene, 1 August 1872, aged 54:6:18, and he married next, date unknown, Mary F. Reynolds, born about 1819. She died 10 June 1875, aged 56, at Keene, and he married for the third time, 3 May 1882, at Keene, Charlotte E., born 27 September 1825, at Harrisville, N. H., daughter of Milan and Laura (Wright) Harris of that town, she being then of Massilon, Ohio, and the widow of an Atwood.

He died 11 March 1903, aged 84:7:24, at Keene, and his wife died 1 May 1911, aged 85:7:3, also at Keene.

No children have been found by any of his wives.

459. Sewall Goodridge Burnap, born 12 March 1802, married 8 or 9 November 1832, at Holliston, Mass., Betsey Adams, born 28 July 1812, at Medway, Mass., daughter of Ezra and Olive (Adams) Brown of Holliston.

He was a doctor and lived in Holliston, where his wife died 6 May 1842, aged 30, and he married 17 January 1844, Elizabeth T. Blanchard of Boston, who died about 1900 as a widow, he having died 16 October 1874, aged 72:7:4, at Holliston.

Petition of Elizabeth T. Burnap of Holliston for administration on the estate of Sewall G. Burnap of Holliston, Samuel Burnap and George F. Burnap, surety and witness. 9 November 1874.

Mddx. Probate Records, vol. 376, p. 578.

Will of Elizabeth T. Burnap of Holliston. To children of deceased brother Charles H. Blanchard, late of Washington, D. C. For care of the Sewall G. Burnap cemetery lot and to be buried by my deceased husband. 8 December 1894, proved 25 September 1900.

Witnesses:—Peter M. Macdonald.
B. S. Flanders.
Angus Macdonald.

Ibid, vol. 613, p. 516.

Child, born in Holliston, by third wife:

670. Charles Brown, born 22 May 1835, baptized 7 Apl. 1842, died 26 Oct. 1851, ae. 16:5:4, Holliston.

Guardianship of Charles B. Burnap under 14, son and ward of Sewell G. Burnap of Holliston, physician, 9 January 1849, grandson and heir of Olive Brown late of Holliston deceased intestate widow.

Mddx. Probate Records, vol. 268, p. 132.

460. Betsey Burnap, born 20 June 1804, married before 1830, at Lyndeborough, N. H. probably, Reed, born 10 April 1803, at Lyndeborough, son of Captain William and Susanna (Reed) Dutton of Westford, Mass., and Lyndeborough.

The date of her death has not been found, but he married again 4 April 1844, Betsey, born 9 April 1814, daughter of Timothy and Betsey (Peacock) Wheeler.

It is not known when he died and the only record of issue by the first wife is found in a marriage at Fitchburg.

Child, by first wife, DUTTON:

LOUISE (LOIS), born about 1830, married 31 May 1848, Abram G. Lawrence, at Fitchburg, Mass.

461. ISRAEL HUTCHINSON BURNAP, born 28 May 1806, married 3 September 1835, at Ashby, Mass., Esther Carver, born 13 September 1814, at Ashby, daughter of Benamin and Sally (Gibson) Lawrence of that place.

He was, at the time of his marriage, a farmer in Temple, N. H., and he lived in Ashby, Ashburnham, Mass., and Leominster.

He died 30 or 31 January 1856, aged 49:8:0, at Ashby, and the State Records seem to be in error, as they state he was the son of "Silas and Adaline Rice." Administration of the estate of Israel H. Burnap, yeoman, was granted 12 February 1856.

Mddx. Probate Records, vol. 368, p. 8.

His widow was living in Newton, Mass., in 1881, in Fitchburg from 1894-1904, and she died at the home of her grand-daughter Mrs. Edward Arch, in Everett, Mass., 25 April 1914, aged 99, and was buried at Ashby, the last of thirteen children and related to the Lawrences of Medford, Mass.

Esther C. Burnap, widow, guardian of Mary A., Urania E., Herbert G., children of Israel H. Burnap of Ashby, deceased. 16 September 1856.

Mddx. Probate Records, vol. 273, p. 272.

Children:

671. MARY ANN, born 22 Aug. 1838, baptized Sep. 1840, Ashby.
672. ELIZA A., born 15 Feb. 1837, Ashby, died 3 Sep. 1856.
673. E. URANIA, born 23 Dec. 1844, Leominster.
674. HERBERT GOODRIDGE, born 4 Jul. 1847, Leominster, died before 1904.

462. SAMUEL BURNAP, born 12 October 1809, married 20 March 1834, at Ashby, Mass., Lucinda, born 12 August 1814, at Ashby, daughter of Allen and Betsey (Lawrence) Farwell of that place.

She died 27 September 1852, aged 38, at Fitchburg,

where they had removed from Templeton in 1828 and where he was a farmer.

He married 15 February 1853, Harriet, born 22 February 1822, at Barre, Vt., daughter of Josiah and Rebecca (Wood) Trow of Westminster, Mass.

He died 4 March 1890, aged 80:4:20, at Fitchburg, and his widow lived in that place and in Worcester until her death. There were no children by this marriage.

The will of Samuel Burnap. To wife Harriet T. Burnap, to son Edwin Samuel, to son George Franklin, to daughter Ellen Lucinda, wife of Francis Fiske of Holliston, to grand-child Lillian Elvira Burnap, to several charitable societies and the residue to wife and son Edwin Samuel; his wife executrix.

16 February 1882, proved 25 March 1890.

Witnesses:—Samuel L. Graves
Charles C. Clement
Emma P. Potter.

Amy Eliza Hale, a minor and interested in the estate of Samuel Burnap of Fitchburg, and Samuel L. Graves, guardian, and Harriet T. Burnap of Fitchburg, represent that Samuel Burnap died 4 March 1890, leaving a widow Harriet T. Burnap and next of kin Edwin S. and George F. Burnap, both of Fitchburg, sons; Ellen L. Fisk, wife of Francis Fisk of Holliston, a daughter; Amy Eliza Hale, a minor and a grand-child of the deceased, of Rindge, N. H., her father's name Walter A. Hale of the same town. 15 March 1890.

Worcester Probate Records, 2nd Series, No. 10480.

Children:

675. Charles Edward, born 12 Dec. 1834, Temple, N. H., died 27 Sep. 1868, Fitchburg.
676. Maria E., born 15 Jan. 1836, Temple, died 27 Jan. 1853, Fitchburg.
677. Edwin Samuel, born 19 Aug. 1838, Temple.
678. Ellen Lucinda, born 10 Jun. 1841, Fitchburg.
679. George Franklin, born 25 Oct. 1849, Fitchburg, died 31 Dec. 1894.
680. A daughter.

465. Joseph Burnap, born 9 December 1804, married 13 June 1853, at Tewksbury, Mass., Lucy Jane (Gane), born 3 February 1817, at Tewkesbury, daughter of Samuel and Lucy (Clark) Thompson.

He was a painter and removed from Massachusetts to Upper Alton, Ill., but she evidently came East again after his death and lived in Andover and perhaps in Everett, Mass.

16 September 1873, Joseph Burnap of Upper Alton, Ill., was a petitioner for administration upon the estate of Abigail Burnap of Wilmington, Mass. (his mother), George Burnap being a surety.

Mddx. Probate Records, vol. 375, p. 642.

He died about 1879, at Upper Alton, and she died 19 February 1887, aged 70:0:16, at Everett, and was buried at Upper Alton.

The will of Joseph Burnap of Upper Alton, Ill. To the Wilmington Library, Wilmington, Mass., to my brother George Burnap my interest in the homestead of my mother and sister deceased, in Wilmington, to my son Henry Thompson Burnap property at Brighton, Marcoupin County, Ill., at the age of 21, (land in Wilmington and Tewksbury mentioned) my wife Lucy J. T. Burnap and her brother Clark Thompson of Everett, Mass., and they to be executors. 6 July 1876, proved 24 June 1879.

Witnesses:—Albert C. Hastings.

John Leverett.

Mddx. Probate Records, vol. 413, p. 55.

The will of Lucy J. T. Burnap of Andover. To the Trustees of Upper Alton Cemetery, to my son Henry T. Burnap and his wife Annie C. Burnap, to my sister Mrs. Lawrence T. Frye of Andover, to my sister Mrs. Mary T. Gray and her son Edward W. Gray, to my son Henry T. Burnap a Bible containing record of the family, to my daughter-in-law Annie C. Burnap. Appoints her brother Clark Thompson of Everett, Mass., and wishes Albert Wade of Alton, Ill., appointed executor. 5 November 1885, proved 12 April 1887.

Witnesses:—Joseph J. Cannell
Nathaniel A. Dill
George S. Marshall.
Ibid, vol. 479, p. 563.
Child:

681. Henry Thompson, under 21 in 1876.

468. Elizabeth Burnett, born 8 September 1785, married 15 October 1815, at Hopkinton, Mass., Salmon, probably born 11 April 1788, and if so the son of Daniel and Phoebe (Prince) Sibley of Sutton.

He removed from Sutton to Southborough, but evidently was in Hopkinton at least from 1819 to 1820.

His wife died 29 September 1820, and he married 30 December 1823, at Southborough, Lovisa, probably born 12 December 1782, at Southborough, and if so the daughter of Josiah and Abigail (Ward) Bridges.

Their deaths are not in the Southborough or Hopkinton records.

Salmon Sibley of Hopkinton, yeoman, consideration $200, to Charles R. Burnett [her father] of Southborough, yeoman, land in the north part of Hopkinton. Betsey his wife consents. 12 April 1820.

Acknowledged 12 April 1820.

Witnesses:—Joel Burnett
Jonas Ball
Hopkinton & Upton Deeds, vol. 16, p. 509.

Children—Sibley:

Jasper Adams, born 31 Jul. 1816, Southborough.
Annis Eliza, born 29 Nov. 1817, Hopkinton, married (intention) 11 April 1841, Charles Williams.
Salmon Augustus, born 2 Oct. 1819, Hopkinton, died 11 May 1820, ae. 9 mos.

469. Charles Burnett, born 12 March 1788, married 11 October 1815, at Hopkinton, Keziah, born 16 December 1791, daughter of Barzillai and Melecent (Fairbanks) Pond of Worcester and Medway.

He was a rope-maker and lived at Southborough, where

she died 4 January 1839, and he died April 1854, or according to the State Records 6 February 1854, aged 66. The former date is from a family Bible.

Charles Burnett of Southborough, yeoman, consideration $1000, to Charles R. Burnett, yeoman, and Barzillai Pond of Medway, yeoman, land in Southborough, Kezia Burnett also signs. 20 April 1819.

Acknowledged the same date.

Witnesses:—Nathan Fisher
Samuel Gibbs

Worcester Deeds, vol. 216, p. 478.

Children, born in Southborough:

682. Hiram, born 5 Jul. 1817, died about 1912, Seattle, Wash.
683. Hannah Maria, born 14 May 1816, died about 1906, Seattle.
684. Charles, born 9 Oct. 1819, died 28 Sep. 1848, ae. 28, Providence, R. I.
685. Joseph, born 11 Nov. 1820, died 11 Aug. 1894.
686. Henry Harvey, born 4 Aug. 1828.

470. Hannah Burnett, born 1 March 1790, married 12 April 1812, Stephen Hill of Cambridge, whose birth is not recorded there. She died 16 February 1815, and no further particulars have been found.

471. Chloe Burnett, born 12 February 1792, married 3 May 1812, at Southborough, Eliot, born 6 July 1788, son of Ebenezer and Sarah (Tilton) Claflin. He died 8 December 1827, aged 39, at Southborough, having evidently served as an ensign in the war of 1812, and his widow married, 27 March 1831, at Southborough, Heman, born 22 March 1800, at Southborough, son of Solomon and Martha (Ward) Este.

There is no record of his death in Southborough, but she died 15 November 1875, according to the family Bible.

Children—Claflin:

Fanny, born 17 Apl. 1813, Southborough.
Charles Ripley Burnett, born 28 Sep. 1817, Hopkinton.

Sarah Ball, born 23 Jan. 1821, Hopkinton, died 24 Jul. 1821, Hopkinton.

Eliot, born 12 Aug. 1824, Southborough.

Este:

Franklin, born 14 Sep. 1831, Southborough.

474. Joel Burnett, born 6 April 1798, married 21 or 23 December 1823, Dolly, born 19 November 1804, daughter of Ebenezer and Lydia (Morse) Bellows of Hopkinton.

He died 22 February 1844, according to the Bible record, but 1845 according to the State Records, and she married, 21 February 1848, Nicholas, born 24 January 1792, son of Henry and Elizabeth (Bailey) Little, a blacksmith of Boston.

He died 4 March 1857, but the date of her death is not found.

Eliza B. Burnett, minor daughter of Dr. Joel Burnett, late of Southborough, over 14, chose Sullivan Fay as guardian 21 March 1845.

Waldo I. Burnett of Southborough, minor above 14, chose Sullivan Fay as guardian, 31 March 1845.

Sullivan Fay of Southborough represents that a guardian should be appointed to Eliza Bell and Waldo I. Burnett over 14 and Harriet M. Burnett under 14, children of Joel Burnett, and prays for appointment. The next of kin being Charles, Dolly and John Burnett and Chloe Este and Martha Claflin. The estate being subject to the right of dower of the widow Dolly Burnett. Worcester Probate Records, No. 9189.

The widow Dolly Burnett and her brothers Charles Burnett and Newell Bellaires and John Burnett decline administration and recommend Peter Fay of Southborough.

Witness:—W. I. Burnett.

Peter Fay of Southborough represents that Joel Burnett, late of Southborough, died 22 Feb. 1845, and prays for administration. Ibid 9192.

Children, born in Southborough:

687. Lorenzo Newell, born 1 Sep. 1824, died 12 Nov. 1844.

688. Eliza Bell, born 1 May 1826.

689. Waldo Irving, born 12 Jul. 1828, died 1 Jul. 1854, ae. 25:11:0, Boston. He was an author, also a physician.

Eliza B. Burnett spinster, administratrix of Waldo I. Burnett, physician of Boston, she being his sister and one of the next of kin. 17 July 1854. Nicholas Little and Joseph Burnett, druggist, sureties.

Suffolk Probate Records, vol. 224, p. 373.

690. Harrietta Marcella, born 28 Nov. 1832, died 9 Apl. 1890, ae. 57:4:11, Southborough.

Will of Harriet M. Burnett of Southborough. My nephew Waldo B. Fay of Southborough executor. To my sister Eliza B. B. Fay, the residue to Waldo B. Fay, 22 January 1889, proved 15 July 1890.

Witnesses:—Dexter Newton
Ellen Mullins
Ellen Callaghan

Worcester Probate Records, No. 10671, 2nd Series.

Waldo B. Fay of Southborough represents that Harriet M. Burnett of Southborough died 9 April 1890, leaving Eliza B. Burnett Fay, wife of Sylvester C. Fay of Southborough, a sister. 5 May 1890.

Ibid.

475. John Burnett, born 29 March 1800, married 7 December 1829 (Bible record), Rebecca C. T. Hinckley, of whom nothing is known.

John Burnett of Worcester, yeoman, consideration $500, to William Jennison of Worcester, land in Worcester which Henry Goulding and wife and Gordon Goulding conveyed to said Jennison in book 290, p. 149-50. 18 October 1834.

Acknowledged 18 October 1834.

Witness:—Joseph G. Kendall.

Worcester Deeds, vol. 303, p. 270.

John Burnett of Worcester yoeman, consideration $300, to Edward B. Rice of Worcester blacksmith, land in Worcester. Rebecca his wife signs "Mrs. Burnett."

8 May 1835.

Acknowledged 8 May 1835.

Witnesses:—William Green
William Eames

Ibid, vol. 307, p. 373.

He died 16 August 1857, aged 57:4:13, at Framingham, Mass., but his wife's death does not appear.

The will of John Burnett of Framingham. C. C. Esty executor—wife Rebekah. 2 June 1857, proved 8 September 1857.

Witnesses:—Miranda Page
Julia A. Page
C. C. Esty

Mddx. Probate Records, vol. 387, p. 61.

Child:

691. MARTHA ANN, born about 1827, adopted daughter.

476. MARTHA (PATTY) BURNETT, born 8 May 1802, married 24 January 1825, at Hopkinton, John, born 26 August 1782, at Hopkinton, son of Ebenezer and Sarah (Tilton) Claflin. The date of the marriage is variously given in the Bible record and the Claflin Genealogy, but the above is from the Vital Records.

He had previously married, in 1803, Clarinda Mellish, who died 14 November 1823, aged 42.

He died 18 February 1864, and she died at Grafton 11 March 1882.

Children, born in Hopkinton—CLAFLIN:

WILLIAM BAINBRIDGE, born 25 Nov. 1825, married 15 Dec. 1849, Martha A. Hutchinson.

WALCOTT SAMUEL, born 24 Nov. (26 Nov. Bible record) 1831.

GEORGIANNA, born 13 Aug. 1836, (1835 Bible record).

SARAH BUCKLIN, born 17 Sep. 1839, (1838 Bible record).

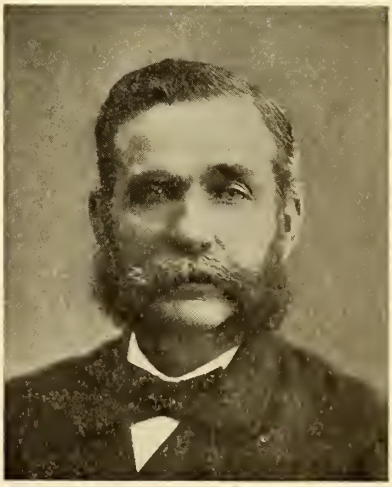
482. ALMIRA BURNAP, born 1 September 1806, married 21 December 1829, James Dexter, born 5 July 1803, son of Barnabas and Eunice (Bixby) Miller of Boston. They were married in Westborough and in the marriage record her name is correctly given, but in those of the births of their children she is called Maria. The dates of death do not appear in the Westborough records. They lived in South Boston in 1877.

Children, born in Westborough—MILLER:

(To be continued)

CAPT. STEPHEN P. BRAY

CAPT. EDWARD E. POWARS



CAPT. DANIEL H. HUTCHINSON

HORACE F. HUTCHINSON

SALEM VESSELS AND THEIR VOYAGES.

By George Granville Putnam.

(*Continued from Volume LX, page* 332.)

After this voyage, Captain Reynolds commanded the barque *Cheshire,* and his last charge was the fine schooner *Jonathan Sawyer,* which was built for him and of which he was part owner. He was the last survivor of the old East India captains of the Salem firm to die, and he was always considered by them a model shipmaster, a splendid factor, and one who always kept his ships in the pink of condition.

Of course the action of Captain Waring of the British steamer *Gordon Castle* in rescuing and caring for the officers and crew of the *Humboldt* could not be allowed to go unrecognized by this government. Upon representation being made to the authorities at Washington, the following order was promptly issued:

The Department of State at Washington, D. C., ordered "For presentation to Captain Waring of the steamer Gordon Castle, a gold watch and chain, in recognition of his rescuing the officers and crew of the American ship *Humboldt,* as a testimonial of the President's appreciation of his humane and gallant conduct."

Signed, FREDERICK T. FRELINGHUYSEN.

Capt. Stephen P. Bray, Jr.

The next master was Capt. Stephen P. Bray, Jr., who began his sea life as a boy in ship *Volant* Nov. 9, 1860. December, 1862, in ship *Winona* as second mate, to Callao and Havre. May, 1864, to 1868, ship *Pocahontas.* To East Indies, home via Mauritius, Boston, 1868 to 1869, ship *Naples,* chief mate. To Java and back to Boston, November, 1869, as chief mate of the ship *Mindoro,* to 1873, when he took command of the same ship till 1877, trading in this same ship to the Eastern ports. Ship *Panay,* new, September, 1877, as master, nine full voyages. The tenth voyage the ship was stranded on the Island of Simara, Philippine group, and was condemned

and sold. These ten voyages were to the Eastern seas, China, Japan, and sugar and hemp ports of the Philippines. General cargoes outward, largely kerosene oil on owners' account. On retiring from the sea in 1890, he established himself in the coal business in Newburyport, which he continued until his death, which occurred Nov. 17, 1897, in his 55th year. He joined the Newburyport Marine Society Nov. 27, 1873, and was treasurer from Nov. 28, 1895, until his death.

Capt. Henry Gardner.

Captain Gardner followed Captain Bray. He was born in Salem, and he died at his home on Cedar Street, July 19, 1888, in his 54th year. He was engaged in the South American and East India trades. He was in the ship *Herald* when she foundered off Cape Good Hope. His last voyage was in the ship *Mindoro,* from which he returned very sick, but later recovered his health, so as to attend to business ashore. He was a grandson of John Gardner, Esq., who formerly owned the Gardner farm, and a nephew of Henry Gardner, merchant and subsequent owner of that property.

While in command of the ship *Herald,* from Iloilo, June 4, 1876, for New York, Captain Gardner was obliged to abandon the vessel off Cape Good Hope, a succession of strong westerly gales having been encountered from the south end of Madagascar to Cape land, with high seas. From Aug. 27 to Aug. 30, latitude 36.06 South, longitude 22.20 East, heavy N. W. gales with cross seas constantly breaking over the ship, flooding the decks and cabin with water, were experienced. On the latter date the captain was obliged to jettison about 350 bags of sugar, as the ship was leaking badly. On examination, found that the stem and wooden ends had burst out, and that the vessel was leaking in several places, but in consequence of the violence of the weather, it was impossible to get at them or even to stop them temporarily. Finding the leak increasing, the water gaining rapidly on the pumps, and there being eight feet of water in the hold, and fearing that she might sink at any minute, the cap-

tain considered it advisable for the safety of all to abandon her, and hoisted a signal of distress in order to attract the attention of those on board a strange sail. Soon afterwards the stranger bore down to the *Herald.* She was the *Mofussulite* (of London) from Bimlipatam for London. The master was asked to take off the crew and officers and he did so readily. He sent his lifeboat for the purpose, but as a heavy sea was running at the time, it was with much difficulty that all were rescued. The *Mofussulite* then proceeded on her voyage, and the *Herald's* people were landed at St. Helena Sept. 13, 1876. Captain Gardner joined the Salem Marine Society Jan. 26, 1866.

Capt. Daniel H. Hutchinson.

Capt. Daniel H. Hutchinson, the third commander of the *Mindoro,* was born in Yarmouth, N. S., in 1826, and he died in Salem, February 4, 1889. He sailed on his first voyage, when a mere lad, as cook for eight men on the brig *Swan,* of Yarmouth, N. S. He continued to follow the sea for many years, and made 65 voyages to all parts of the world, in the following vessels:

Schooners *Union, Oceanus,* and *Emily;* Brigantine *Maidee;* Barkentine *John Wooster;* Brigs *Swan, Paragon, Southampton, Camilla, Archimedes, Trafalgar, Horatio,* and *Primrose;* Barks *Christobel, Reward,* and *Lewis;* Ships *No Name, Juniper, Derby, Dashing Wave, Sooloo,* and *Mindoro.* His first command was the brig *Primrose.*

He was in command of the barque *Lewis,* when she went ashore on an uncharted reef, on the passage between Aden, Arabia and Zanzibar, and became a total loss. She was owned by Benjamin A. West, father of Arthur W. West, of Salem. Captain Hutchinson made several record passages between Boston and Java in the barkentine *John Wooster,* the vessel being owned by Henry Hastings & Co.

Captain Hutchinson's last voyage was in the ship *Mindoro.* He had been at home while the ship made a voyage under the command of Capt. W. Frank Powars. He went to the office of the owners in Boston, and was making preparations to go on the next one. While talking with

Mr. George H. Allen of the firm, Captain Hutchinson became unconscious, falling to the floor. He was immediately taken to his home in Salem, where he passed away in the afternoon.

He joined the Salem Marine Society Nov. 2, 1881; the East India Marine Society, July 11, 1872. He was a most exemplary man and a deacon in the Tabernacle Church. Mr. George H. Allen, speaking of him to the writer, said: "You cannot commend Captain Hutchinson too highly. He was a wonderful and resourceful man and a thorough sailor, and he always brought his ships home in perfect order."

Captain Hutchinson married Miss Martha Frances Cross, daughter of Daniel and Martha (Farrington) Cross, and a niece of Oliver Parsons, a member of the first Salem Board of Aldermen. Horace F. Hutchinson, treasurer of Harmony Grove cemetery, is his son.

In response to a request from the compiler of these articles, Mr. Horace F. Hutchinson contributed the following story of a voyage he made with his father in the *Mindoro,* between Boston, Hong Kong, Manila and Boston. It was his father's last voyage, and the son wrote as follows concerning the trip:

"In response to your kind invitation, and as there are many families in and about Salem, some member of whom made a voyage in the *Mindoro,* I thought that perhaps they would be interested in a little account of her abilities as a sailer and a sketch of the life on board.

"The ship *Mindoro* was the last of a long procession of full-rigged East Indiamen that carried the name of Salem on her stern around the world. She was not a handsome ship. She was 'homely' to the sailor's eye, but while her lines were not fine or her rig lofty, she was very heavily sparred and it took a gale of wind to drive her.

"It frequently happened in heavy weather that we would overtake and pass other ships, we carrying, perhaps, everything under royals, while they were under much 'shorter canvas,' although our mates at these times would almost have nervous prostration because the 'Old Man'

would not give the orders to 'Clew up and furl the fore and mizzen to-galln't sails,' 'Reef the main to'gall'nt' and 'Haul down the foretopmast staysail.'

"As an example of the *Mindoro's* ability to 'get there,' I would say that the *Lucille,* which left St. Helena a few hours after we did, arrived in New York three days after we arrived in Boston, and we lost three days on the way putting in to Bermuda.

"On the voyage out, when about 10 degrees south of the line, we sighted an American ship hull down to leeward. She was pointing higher than we, and in time she was near enough to hoist her number. My job was to handle the signal books, and by referring to the Register found that she was the *Luzon* of New York. We hoisted, "J. C. V. B.,' which was the *Mindoro's* code. He hoisted, 'New York, 52 days.' We replied with, 'Boston, 41 days'; to which he immediately replied, 'We doubt your authority.' My father was indignant. 'What does he mean? Does he doubt my word because we beat him 11 days, and from Boston at that?'

"By that time the *Luzon* had another signal flying from her monkey-gaff. I read, 'My name is,' and then he began to spell 'P-a-r-k-s.' 'Oh, that is Jerry Parks, and he was joking. He used to be my mate!' my father said.

"By maneuvering we drew close enough to use a speaking trumpet, which is close enough for square-riggers in a seaway, and helms were shifted to give us more sea room. We sailed for 14 days side by side. As the night shut down on us on the 13th day, the *Luzon* was about two miles astern; next morning she was still there, but while we were watching her, she set a brand-new foretopmast stu'n-sail (which we had seen them busily making on her decks for the last day or two). The breeze freshened and she pulled up and passed out of sight ahead. That was January 6.

"We ran down to 48 degrees south, and 'ran our eastern down' on a great circle, riding the 'Cape Horn swells' that in those latitudes roll unbroken around the world, and heading up by the N. W. Cape of Australia, we entered Timor Straits on March 1, and there again overhauled the

Luzon! And the *Luzon* of New York was rated as a half-clipper!

"We had discipline on the *Mindoro,* and when a heavy hand was needed I have seen it laid on, but the *Mindoro* was well known among the sailormen as a 'Christian ship.' No profanity was allowed, and was never heard outside of the fo'cas'l. That was the sailors' private retreat, where no officer ever entered unless an unruly seaman made it necessary.

"Every morning at 7.45, the man at the wheel would sound the ship's bell, for divine service. The two watches would assemble aft on the main deck, also the 'idlers,' as the cook, steward, sailmaker and carpenter, were called. The captain would descend from the poop and stand by the main deck capstan and read a short selection from the Bible, followed by a prayer, and then all hands lustily with the doxology.

"It was a service that frequently was accompanied with amusing features. Sometimes we were busy dodging seas that chased each other over the deck, hoisting ourselves up by the main rigging with our feet in the air, until the ship rolled the other way. Of course there were times when no such service could be held, such as days hove-to off the Cape, all hands below, helm lashed, and wheel held by a grummit.

"But it was in the eastern seas that this service was the most interesting, for among the Philippines and in the Java Sea we were surrounded by natives who would climb up the sides of the ship from their boats, and it was a sight to see the expression on the rows of faces looking over the rail when all hands pitched in to that grand old hymn.

"Sunday, a morning and afternoon service, one for each watch below. Moody and Sankey's hymns, a sermon of Spurgeon or Moody read by the captain and a prayer. In port, our Sunday service was a grand affair. We had an awning that covered the poop deck, and a melodeon, that usually graced the after-cabin, was brought up on deck.

"At 10 o'clock the ship's bell sounded over the waters

of the bay. Then could be seen boats leaving the gangways of the ships *Luzon, Daniel I. Tenney, Earl Granville, Tweed, Mary L. Stone, Colchester, Lucille, James A. Wright,* and the barque *Martha Davis.* Aboard would come the captains with their wives, if they had them with them, followed by their boat crews, who would be sent forward on the main deck, while the rest joined the 'after guard' on the poop. Also we would have launches from Manila, with office men from Kerr & Co., Russell Sturgis, Peele, Hubbell & Co., and others, names all familiar to our old Salem merchants.

"If one could have looked into the forward cabin of the *Mindoro* on a wet, cold, stormy Thursday night, as we run our eastern down in the 'roaring forties,' thousands of miles from anywhere and the nearest land the south pole continent, one would not think that we were afflicted with homesickness, for Thursday nights were song service nights, and all hands but the watch on deck, were there. And how everyone enjoyed the good old songs! 'Hold the Fort,' 'Pull for the Shore, Sailor,' 'Let the Lower Lights be Burning,' were their favorites. Of course, everyone sang as loud as he could. The mate had a voice like a rusty blackbird, and I used to fight shy of a seat near him. The second mate sang a beautiful baritone (he was the 'chantey man' of the ship), but his was a 'foretopsail yard voice,' which means that it would be heard by a bunch of sailors up there from the poop deck in a gale of wind, so that those sitting near him could not be sure whether they were making any noise or not. These religious services that were held on board were not only a welcome break in the monotony of sea life, but they were of real benefit to the men.

"There is plenty of work on board of a 'wind-jammer,' and every sailor on watch is kept busy every minute of the day, from the first order at 4 a. m. to 'Wash down the decks.' There has been practically no change in his work or diversions for the past 300 years. Some changes, perhaps, in the rig of the vessel, in sanitary conditions and food, but the men who made the name of Salem famous on every sea stood their watch in the old days in

exactly the same way, using the serving mallet, the spun-yarn, winch, marling-spike, and the caulking-iron, and knew the old couplet:

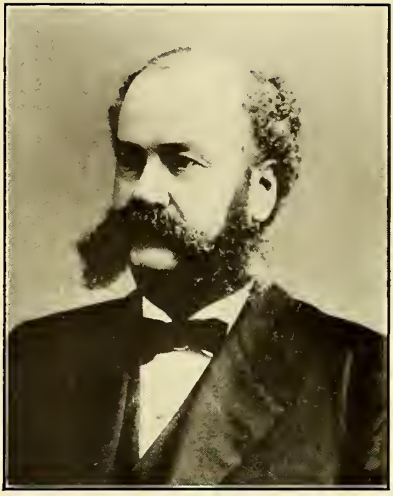
'Worm and parcel with the lay,
Then turn and serve the other way.'

"He made 'sword-mats' and chafing gear, tarred down the standing rigging, prepared for 'heavy weather' regions by changing all sails made of light canvas to heavy, setting up the rigging, double lashings on all boats and movables, and overhauling the 'preventer braces' and the 'relieving tackles.' Then changing back again to light canvas as the ship leaves the high latitudes. Getting ready for port, holystoning, scrubbing paint, polishing all brass work and varnishing bright work. How old is the saying?—

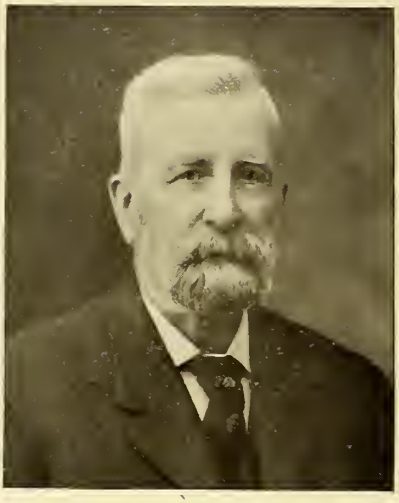
'Six days shalt thou work and do all that thou art able,
And on the seventh holystone the deck and pound chain cable.'

"On the Mindoro there was no Sunday work, though it was the day for the crew to get out their 'ditty-boxes' and, sitting around on deck and on the forecastlehead, sew on numerous patches and buttons and darn their socks. But it was not all work, for a sailor must have his fun and the dogwatches from 4 to 6 and from 6 to 8 were usually given over to 'Euchre,' 'High Low Jack,' dominoes and checkers, also games on deck, 'tag,' 'puss in the corner,' and 'blind man's buff,' though the 'blind man' would receive such cuffs and kicks that he would sometimes pull off his blinder with 'Who the bloody 'ell did that?' and would want to fight.

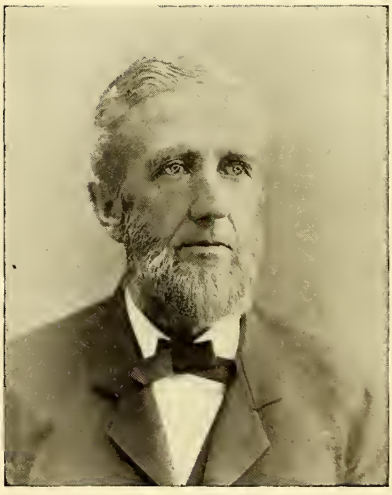
"We had harpoons always ready and 'porpoises under the bow!' during a dog watch meant only sport for the watch below, but something 'fresh' in lieu of 'salt horse.' A block would be seized to the end of the bowsprit, a line passed through and bent onto a harpoon. The harpooner stands under the bowsprit on the back ropes. The porpoises are leaping and tumbling back and forth under his feet and at the same time keeping ahead of the ship as she drives along. The man hurls the harpoon, which fastens in the back of the porpoise, and all hands haul



CAPT. WILLIAM BEADLE
1841 - 1912



CAPT. CHARLES BEADLE
1839 - 1910



CAPT. NATHAN H, MILLETT
1825 - 1905

CAPT, J. WARREN LUSCOMB
1838 - 1901

away and hoist him to the block. Then a man runs out on the bowsprit and passes a rope with a running bowline in its end to the harpooner, who slips it over the broad tail and then some of the crew haul away on this line while others slack away on the harpoon line, and in that way land him on deck. The meat is very good and the liver 'fit for the captain's table.'

"Bonito or Horse Mackerel weigh around 40 pounds and are speared with a harpoon or the 'graines' (which is similar to a trident), but the best sport is with a hook and line. These fish school around the bow. Cover the hook with a bit of white rag, go out and straddle the jibboom with legs locked between the guys (ropes underneath) and let the hook jump from wave to wave. These are very game fish and put up a lively fight. Flying-fish frequently fly over the ship and striking rigging or sails fall to the deck. They are then on their way to the cook's pot. They are very fine eating.

"Off the east coast of Africa we passed many enormous sea turtles, but as we were not becalmed at any time we could not stop to lower a boat to get one. When 'running our eastern down' in the South Atlantic and Indian ocean we were in the home of the great albatross and molly-hawks. These great birds, measuring 10 feet from tip to tip of wings, would follow us for days, usually flying directly over the poop deck and only about 30 feet above our heads. I have seen the helmsman dodge his head frequently, thinking that they were going to mistake his head for a piece of salt pork. Fishing for these birds was a great sport. We would bait a cod hook with a piece of salt pork, and tie a float just behind it. Paying out this line over the rail until about fifty feet of line was out, the birds would fight to get it. A bite, and haul away. The albatross tows along, too dazed to make any resistance; when alongside, haul up and swing over the rail; the hook merely catches in the horny beak and as soon as the bird lands on deck it drops out.

"But once on the deck this enormous bird cannot get away. He cannot spring into the air as it is his habit to 'take the air' from the crest of a wave or, when on

shore, from a cliff. It is interesting to see how they immediately begin to walk awkwardly with their web feet with the evident intention of getting on top of some elevation or reaching the 'break of the poop' to enable them to 'take off.' We would not keep them long in captivity but would steal up behind and, quickly picking them up, toss them over the rail perhaps to take the hook and be given another round trip which in time they might enjoy as a roller-coaster.

"One blessing we always had was good health; even colds were absent except in port, but, after leaving St. Helena, a strang affection made its appearance. Many of the crew began to complain that their feet were swelling. We all felt well during the first stages and had good appetites and thoroughly enjoyed the fine white rice that we took in as sea stores at Manila. We did not know that it was the terrible beriberi and that this same steady diet of polished rice was the cause.

"There came a day when the second mate climbed in over the rail from a staging hung over the stern, where he was 'drawing' our name and hailing port, 'Salem,' and laid down his brush. He was a fine, stalwart fellow, the strongest man and best 'sailorman' in the ship and a very sweet singer—our 'chantey man.' He was confined to his bunk only two days. An hour after he died he was sewn up in canvas, with weights at his feet, and placed under the forecastle head. The ensign was hoisted to half-mast, and the ship placed in mourning. At 8 bells, in the morning watch, the main yard was backed and the ship hove-to. Then followed the 'call to service' bell, and all hands gathered in the waist around a grating upon which, under the American flag, lay the body of our shipmate.

"Men were told off to 'stand by,' and the solemn service for the burial of the dead at sea commenced. At a signal, the men stooped and picked up the grating, resting its end on the ship's rail. When the captain came to the words, 'We now commit his body to the deep,' he raised his hand, the inner end of the grating was lifted, and the form of the second mate plunged into the sea on his three-mile journey to the Stygian darkness of the sea.

floor. 'Brace round the main yards.' The sharp command relieved the tension and every man sprang with alacrity to the braces. Then followed days of calm while the ship rolled on the glassy sea, the reef points beating a soft tattoo on the sails.

"At this time the sun was directly over our heads at noon, the decks were like hot iron and the pitch boiled in the seams. Almost all hands were more or less disabled. The 'sailmaker' was nearing the fatal stage, and it seemed as if another burial service was close at hand. We were drifting about in that calm region that lies southeast of Bermuda, trying to make the islands. One night I was sitting on the poop with feet up on the port quarterbitts trying to be comfortable. Forward the crew were lying about on the deck, it being too hot to stand the heat of the forecastle. Some of them were very sick men. We had been without steerage way for days and with the steady advance of the mysterious disease that affected us, we were thinking of that burial at sea and who would be the next one.

"I was looking absently into the gloom of the horizon when I saw a flash. Was it imagination? It came again. 'There's the light!' I cried. 'Where? Where away?' 'On the port beam.' All hands lined the rail and someone forward started the doxology, and, from stem to stern, that grand old hymn rang out. It was St. David's Head light, at last, and the next morning the green isles of Bermuda lay across our bows. We were seen, and off came a tug. She ranged up alongside and her captain looked our crew over and sized up the situation.

" 'Want a tow, captain?'

" 'How much?'

" 'One hundred pounds.'

" 'Guess not. We will stay here a while longer.'

"Silence for a few minutes, then, 'Well, captain, I am going in. I'll take you for seventy-five pounds. The currents are pretty bad around here.' This for a little tow of ten or twelve miles in a smooth sea was some nerve. My father had his eye on some clouds over the land, and to me he said, 'We are going to have some wind from

those clouds before noon.' So he turned down the tow-boat and 'trusted in Providence.' We got a breeze and beat the tug to Five Fathom Hole, and anchored. As soon as we received pratique, we lowered the sailmaker over the side and sent him to a hospital.

"We received assistance and fresh provisions and sailed for Boston. Cape Cod looked good, but the wind was dead ahead, and we tacked across the bay to Thacher's Island, which also looked good, but when we came about and headed up the bay, the wind 'broke us off,' and we headed back to Highland Light, and our hearts went down. Not for long, however, for a tug came along and took our hawser and soon we were docked at Lewis wharf.

"Our 'sailmaker' reached Boston on crutches, three months later, but our second mate, our sweet singer and chantey man, we had left in a lonely spot southeast of Bermuda, 3000 fathoms deep.

'His form was of the manliest beauty,
His heart was kind and soft;
Faithful below he did his duty,
And now he's gone aloft.'"

Capt. W. Frank Powars.

Captain Powars, the next commander of the *Mindoro,* was born in Salem, the son of the late Joel Powars, and he died in this city, Dec. 11, 1910. He graduated from the Phillips School, and when only sixteen years of age he enlisted in the 19th Unattached Company Massachusetts Infantry, was transferred to the Third Massachusetts Heavy Artillery, and served until the company's termination of service.

After the Civil War, he entered the employ of Benjamin Fabens and made a voyage to Cayenne. Voyages to all parts of the world followed. He sailed as mate of the barques *Sachem, Priscilla, Sagadahoc, Olivia Davis* (commanded by his brother, Capt. Charles H. Powars), and *Doris Echoff.* He was mate of the ship *Humboldt,* in which he was wrecked on one of the Paracel Islands, and passed through a series of most remarkable adventures, as before related in this series. He was mate of

SHIP "SUMATRA"

Built at Chelsea in 1856

From an oil painting by an English artist, showing the ship off the Cliffs of Dover, 1857

the ships *Highlander* and *Sumatra,* and when the latter was sold in San Francisco he came home across the continent. He was then placed in command of the ship *Sooloo* of Salem, made two round voyages in her, and then commanded the ship *Mindoro* on a similar voyage. He next sailed in the schooner *Jonathan Sawyer,* Capt. Benjamin O. Reynolds, with whom he was wrecked in the ship *Humboldt.* Next he was appointed boatman in the United States customs service of Salem and Beverly. He entered the employ of the Boston & Maine railroad shops on Bridge Street, and lastly he was general foreman at the Lehigh & Wilkesbarre wharf, Salem. Captain Powars joined the Salem Marine Society, April 29, 1886, and was master in 1915-1916. He married Miss Mary P. Gauss, daughter of Stephen Gauss, and she and her daughter, Mrs. Ralph Arterson, reside in Salem.

Capt. Charles Beadle.

Captain Beadle was born in Salem, Dec. 31, 1839, the son of John and Mary M. (Brown) Beadle, and he died Jan. 11, 1910. He was educated in the public schools, and graduated from the old Salem English high school as a member of the 25th class. Captain Beadle's father was a native of Salem, and a member of the first class of the high school. For many years he carried on the business of a boat builder and ship caulker. He died in Salem, August 31, 1889, in his 76th year, having been afflicted for many years with almost total blindness.

The son, after leaving the high school, went to sea. He made two voyages in the barque *Hollander,* Capt. Nathan H. Millet, to the East Indies, followed by a voyage to Buenos Ayres in the barque *Swallow.* Subsequently he was second mate of the ship *Cyclone,* Capt. Nathaniel Ingersoll of Salem; mate of the ship *Sooloo* of Salem, Capt. Daniel H. Hutchinson; ship *St. Paul* on an East India voyage; mate of the barque *Glide,* commanded by his brother, William Beadle, between Boston and Zanzibar; mate and master of the ship *Mindoro,* between Boston and Manila. He was deputy master of the Salem Marine

Society, agent of the Franklin building, and secretary of the Salem East India Marine Society.

Capt. J. Warren Luscomb.

Captain Luscomb was born in Salem, the son of a shipmaster, ex-Alderman Joseph W. Luscomb, and he died in this city, April 16, 1901, in his 64th year. A history of his life has already been published in "Series Two" of these articles.

Capt. Benjamin C. Creelman.

Captain Creelman was the last commander of the *Mindoro,* and he made a voyage in her between Boston and the East Indies. He died in San Francisco, Cal., March 10, 1916, while en route to the home of his daughter, Mrs. William H. Swan, at Colorado Springs, with whom he spent his winters.

He was born in Topsfield in 1837, and when a young man followed the sea, rising to the command of a big merchant ship, and sailing to the principal ports of the world. Most of his life he was engaged in the China and East India trades, and he rounded Cape Horn 43 times. He commanded the ship *Charger* and other vessels, but his last voyage was in the ship *Mindoro,* on her last voyage. His death occurred after one day's illness, with pneumonia.

John Taylor.

John Taylor, the builder of the *Mindoro,* died in Chelsea, Sept. 22, 1877, in his 70th year. He learned his trade in Medford, and afterwards started in business as a member of the firm of Foster & Taylor, whose ships numbered some of the best specimens of naval architecture known in those days. In 1851, Mr. Taylor removed to Chelsea, where he established himself in business and pursued his occupation with great success. He turned out ships with remarkable rapidity at one time, when shipbuilding had received a great impetus from the California "gold fever." During one year he launched nine ships from his yard. He built in all eighty ships during his business

career. Among them were the fine ships *Witchcraft* and *Syren* in 1851; *Malay* in 1852; *Aurora* in 1853; *Derby* in 1855; *Sumatra* in 1856; *Sooloo* in 1861; *Mindoro* in 1864; and *Formosa* in 1868. When the subject of shipping was under consideration at the Massachusetts State House, he gave his views at considerable length, and showed that Americans, if relieved from onerous taxation, could successfully compete with all other nations in building and running ships. Mr. Taylor was a deacon of the First Congregational Church, Chelsea, and was much esteemed for his geniality and great social qualities.

THE SHIP SOOLOO.

One of the good, modern ships of Salem was the second *Sooloo,* which was built at East Boston in 1861, by John and Justin Taylor, father and son. She was a worthy successor of the first ship *Sooloo,* which was lost on the coast of Sumatra, May 14, 1855. The ships were owned by Silsbees, Pickman & Allen, of Salem, and each made many and long voyages to the East Indies. The accompanying picture of the second *Sooloo* is a copy of the oil painting hanging on the wall of the Marine room of the Peabody Museum of Salem, the gift of the artist, the late Charles Torrey, of Brookline.

The *Sooloo* was built just before the Civil War, when everything that entered into her construction was low priced. In fact, she was the smallest cost ship ever owned by the firm, and also one of the very best. As she passed out by Boston light on her first voyage, the total cost of everything, including sails, was $55,079.97. The writer saw the detailed account of the same, and so speaks with first-hand knowledge.

The ship sailed on her first voyage June 1, 1861, Capt. Charles H. Allen, Jr., for San Francisco, and arrived there Nov. 8, 1861. From there she went to Mazatlan, Mexico, Bremen and New York, arriving at the latter port, Oct. 14, 1862, completing the voyage in 16 months and 13 days.

Charles E. Davidson of Boston, who was a boy on the *Sooloo,* wrote in the Boston Journal of Dec. 1, 1892, thirty years afterwards, as follows, of this voyage: "We reached San Francisco after a passage of 159 days. Off the coast of South America, the ship encountered a cyclone which threw her on her beam ends, the crew holding on to the rigging for their lives, and looking down upon what they thought would be their death in the sea, which was even with the hatches fore and aft. If I remember rightly, but one vessel was seen during the passage, which was off Cape Horn, where we saw the land for the first and only time until we reached San Francisco.

SHIP "SOOLOO," of Salem

784 tons, built at Boston in 1861

From a photograph showing the ship leaving Boston for San Francisco, June 1, 1861

"Here, the cargo of coal, railroad iron rails, etc., in the hold, doors, sashes and blinds between decks, was discharged. This peculiar, but splendid cargo, was the only thing that kept her from going bottom-up during the cyclone, tornado or whatever it was.

"From San Francisco we went to Mazatlan, Mexico, where we lay at anchor a few days, thence up the Gulf of California to Buena Vista, although no hut or resemblance of civilization could be seen there. Here we lay many days in an open roadstead, several miles from dry land, and took aboard a cargo of dyewood, with the usual accompaniment of scorpions, lizards, tarantulas, etc., that are always found in dyewood.

"Our destination from this place was Cork, Ireland, which we reached after a long and tedious passage, made necessarily so, as I was afterwards told, by taking a new route, out of the regular track of vessels, where we had very unfavorable weather, in order to keep out of the way of Rebel privateers, which at that time were destroying American commerce.

"At Cork, we discharged a quantity of silver bullion and coin, which made up part of our cargo. Oh, what a haul the old *Alabama* would have had had she captured the *Sooloo!*

"Our next port was Bremerhaven, which we reached in a few days. Here we discharged the cargo of dyewood, and sailed for home. In about 30 days we sighted Cape Cod, which we soon rounded, and went sailing up the bay with a fair wind. The captain, mate and myself, by the way, were the only ones who had made the round voyage, and we were light-hearted with thoughts of reaching home before night, and joining those whom we left 15 months before, when down came the pilot boat, and aboard came the pilot with orders to proceed to New York, where we arrived six days later. This is a brief description of the maiden voyage of the old ship *Sooloo,* which now lies at the bottom of the sea."

Capt. Daniel H. Hutchinson.

On her second voyage, Capt. Daniel H. Hutchinson of Salem was master, and the trip was between New York, Hong Kong, Manila and Boston.

Captain Hutchinson sailed her on her third voyage, between Boston, Melbourne and Calcutta, making the run from Melbourne to Sand Heads in 36 days, the quickest passage on record, and arriving at Calcutta, July 26, 1864. While at Calcutta, with several other ships, she was driven ashore Oct. 5, during a borer, but owing to the excellent seamanship of her commander escaped with little damage, and through his splendid management was the first ship to get into dry dock, thus meeting with but little expense in consequence. From Calcutta, she went to Bombay, then back to Calcutta, thence to Boston, where she arrived Sept. 23, 1865.

On her fourth voyage, Captain Hutchinson in command, she sailed from Boston, Nov. 7, 1865, for Hong Kong. She arrived at her destination and discharged her cargo; sailed for Manila, where she arrived, loaded a cargo of sugar, and sailed for Boston. On her way down to Anjier, after threading her way among various islands and reefs, she was suddenly confronted by a reef of low visibility and known as the North Watcher. The danger of losing the ship was imminent, but Captain Hutchinson and his first officer, Charles Beadle, a native of Salem, were equal to the situation. Orders came thick and fast, to which the crew responded with alacrity. Every effort was made to clear the reef, but it was impossible, and the vessel struck and remained fast. Anchors and kedges were run out, and the ship was moved a very little. She pounded hard for a while, and pieces of the keel came to the surface. She finally worked off, leaking badly. Her rudder was also damaged. Captain Hutchinson bore up for Batavia, the pumps being kept constantly going, in order to keep her afloat. The port was reached in a few days, the entire cargo was discharged, and the ship repaired. She reloaded her cargo and sailed for Boston, where she arrived Feb. 14, 1867. On arriving home,

Captain Hutchinson spoke in the highest terms of his first officer, Mr. Beadle, and the owners subsequently made the latter master of their ship *Mindoro.*

Captain Hutchinson commanded the ship on her next three voyages, which were to the East Indies. He was then transferred to the firm's ship *Mindoro,* retiring from the sea after arriving home from one of his voyages in her, on account of illness.

Mr. George H. Allen, one of the owners, in speaking to the writer, said: "Captain Hutchinson was one of our best captains. He was a remarkable shipmaster, with rare presence of mind, always cool and the man for an emergency. His handling of the *Sooloo* when she was driven ashore in the borer at Calcutta and when she struck on the reef near Java, displayed the very best seamanship and won the highest commendation of the underwriters. He retired full of honors in his profession. On his return from one of his voyages the papers spoke of his ship as looking as clean and bright as a yacht and said that he brought home with him every member of the crew that started with him—a most unusual occurrence.

All of the remaining voyages of the *Sooloo* were to the East Indies. Captain John H. Shatswell of Ipswich, who was mate with Captain Hutchinson on the ninth voyage, succeeded him on the tenth, and commanded her three voyages; Capt. Charles H. Allen, Jr., of Salem, was her commander on the 13th, 14th, 15th, 16th and 17th voyages, and on her last two voyages, the 18th and 19th, Capt. W. Frank Powars of Salem sailed in command.

Capt. W. Frank Powars.

A sketch of Capt. W. Frank Powars was given when he was master of the ship *Mindoro.*

Capt. Edward E. Powars.

When the ship *Sooloo* arrived at New York, June 14, 1884, Capt. Allen reported that the mate, Edward E. Powars, dropped dead of heart disease, at sea, March 26, at night, on the homeward passage from Manila. The body was buried at sea. Captain Powars was a native of

Salem, and was in his 47th year. He graduated from the old Phillips school. With the exception of a few years spent in the army during the Civil War, he had followed the sea from boyhood. He sailed as captain in the employ of C. E. & B. H. Fabens on South American voyages, and for several years was mate of ships owned by Stone, Silsbees, Pickman and George H. Allen, and had been the last eight years of his life mate of the *Sooloo*. He was regarded by his employers as a thoroughly trustworthy man. He served his country faithfully as a member of Company H of the gallant old Nineteenth Massachusetts Regiment, being mustered in Dec. 1, 1862, and reenlisting Dec. 21, 1863, for three years; but the following year a call being made for men in the United States Navy, he was transferred to the U. S. Ship *Merrimack*. He was aboard of that vessel, when all hands were taken off by a passing steamer, a few moments before the ship sank, the disaster occurring some six hundred miles from land. He continued in the Navy until honorably discharged. He left a widow and three children.

When the *Sooloo,* Capt. W. Frank Powars, sailed from Boston, Oct. 4, 1884, for the East Indies, she finished loading Oct. 3, shipped her crew without advance wages in season to clear in the afternoon, and sailed without trouble or detention, Oct. 4, at 10 A. M., being the first ship to receive her crew and sail direct from the wharf since the enforcement of the new Dingley law. Many vessels bound to sea have recently anchored in the stream and taken their crews in small numbers, as they could get them.

Writing home from Manila on his first voyage, Captain Powars said: "I almost believe that the *Sooloo* could find her own way out here (Manila) alone, so many times has she been over the route. We have had fine weather all the way and I have had to settle the topsail yards but once."

On her last voyage (her 19th) on the passage home she was run into, May 21, 1887, by schooner *Messenger,* from Salem, May 19, for Port Royal, S. C. The collision occurred during a thick fog, at 5 P. M., 70 miles E. S. E.

of South Shoals lightship. The *Sooloo* lost foretopgallantmast, main and mizzen topmasts, with everything attached, several stanchions and chain plates were broken, bulwarks stove on starboard side, and the hull received slight damage. The *Messenger* lost jibboom and foretopmast, but was not otherwise injured, and she lay by the ship all night, in order to render assistance, if needed. The *Sooloo* was towed into Vineyard Haven, and from there to Boston.

The *Sooloo* was subsequently sold to the Boston Tow Boat Company, and was converted into a coal barge. She made several voyages between coal and eastern ports, and while deeply loaded with coal, and in tow of a tug, sank off Pollock Rip shoal, Nov. 15, 1892.

And that was the end of the good ship *Sooloo,* which had served her owners so well, and which for nineteen consecutive, long, deepwater voyages, had sailed the ocean blue, and had carried the name of Salem, to quote the motto of this old municipality, so well expressed on the City Seal, "To the farthest ports of the rich east."

THE SHIP PANAY.

Capt. Stephen P. Bray, who died in Newburyport in 1897, was, as has been stated, the commander of the ships *Mindoro* and *Panay,* owned by Silsbees, Pickman & Allen, of Salem. He entered the employ of the firm as mate of the *Mindoro,* then commanded by Capt. Benjamin O. Reynolds. By his ability, his intelligence, being possessed of a very active mind, and his honesty, he soon won the confidence of the firm, and they promoted him to master on the first opportunity. When the ship *Panay* was built he was made master of her, and for seven consecutive voyages sailed her to Australia and the East Indies. On the eighth voyage of the ship, he remained at home to enjoy a well earned rest, and his first officer, J. Warren Luscomb, took command. On the ninth and tenth voyages he was again master of the ship, and it was on the tenth voyage that she was wrecked on the Island of Simara. Captain Bray, on his return to America gave up the sea as a calling.

In this connection, it is interesting to state that the new ship *Iceland* sailed from Boston at the time that the *Panay* sailed on her first voyage. The *Iceland* was never heard from again, and it is supposed that she foundered in the Gulf Stream, as the *Panay* there experienced a terrific gale. Her new rigging slackened, and it was thought that her masts would be snapped out of her. But Captain Bray's skillful seamanship saved the vessel and the lives of her crew.

The letter of Captain Bray, describing the loss of the *Panay,* is here published. It was not written for publication, but in the privacy of business, but is too interesting a story to be withheld from the public.

"Manila, July 31st, 1890.

"Messrs. Silsbees & Pickman,

"Dear Sirs:—It is my painful duty to report the loss of your ship *Panay* under the following circumstances: On the fourth inst., I was notified by Mr. Murray, of Ker & Co., that the ship was chartered to load sugar at

Iloilo for New York, and requested to use all despatch in reaching her loading port. I bought the necessary ballast, shipped six new men, and made a bargain with Macleod & Co. to tow the ship to Iloilo for $400. We left this port in tow of steamer *Taurus* at 4.15 P. M. of the 10th inst.; everything went well until the night of the 11th, at 10 P. M. We were between the islands of Mastro De Campo and Banton, and the steamer set her fore and aft sails and whistled for us to do the same. We set all stay sails, jib and spanker, wind freshening from S. W. at the time and a nasty short sea making. With sail and steam we were making about four knots per hour, and the course was S. E. ½ S., but the steamer kept up S. S. E. and I had no idea but that we should get along all right. At 12 steamer headed up South, and we hauled down foretopmast staysail and jib to make the ship steer better. At 4 A. M. of the 12th, the South point of Simara bore S. E. We were still making headway and I supposed the captain of the steamer knew more about the currents than I did, though I wondered why he should persist in going to windward of a small island when it was a very easy matter to keep off and go to leeward without increasing the distance.

"At 4.15 he blew his whistle, noticing the ship was close to the shore. I supposed he meant to haul up to the westward, so hauled down the fore and aft sails, and sent the mate forward to see what the steamer was doing. A few minutes after, the steamer blew one short blast and from the forecastle the mate shouted, 'He has let go our lines, sir.' I said, 'Are you sure?' Mate said, 'Yes, sir. The lines are gone.' I started to go forward, and just as I stepped on the forecastle ladder I saw the ship's head was paying off towards the shore, so gave the order, 'Hoist foretopmast staysail and jib.' 'Helm hard up.' 'All hands on deck.' 'Loose lower top sails, cut the gaskets, don't stop to cast them off, square the afteryards.'

"The ship was heading south when the steamer let us go, and right under our lee was the west point of the island, where the sea was breaking masthead high. I knew that if we struck, there was no hope for the ship

and very little for anybody on board. But if we once cleared the point we might be able to wear round in safety. We cut the hawsers, the ship paid off enough to clear the point, but she had very little way, and the tide and wind were both on shore, and she struck on a reef about two ship's lengths off the beach, at 4.30 A. M., and soon slewed round broadside to wind and sea, and with every roll went up higher on the reef. We sounded, found 12 feet all around her, put a boat out at once (after drawing up sails), and sent the second mate in her to sound; found three fathoms a ship's length to the westward, the same distance further west 10 fathoms, and a very little further, no bottom, with 40 fathoms of line.

"At daylight, sent on board the steamer, to see if he had a hawser and would attempt to pull us off. He reported that his largest one was a five-inch, but he sent his boats to pick up our lines that were floating up the strait. Calling the boat back, I got into her and went on board the steamer, to see if anything could be done. Asked the captain if he could pull the ship off and tow her to Manila. Just before leaving the ship, the carpenter reported two feet of water in the well; and as we were beating into a worse position, I let go the anchor. The captain of the steamer told me, if I would give him my big hawser, he would try and pull us off and tow the ship to Laguimanoe as the nearest safe anchorage. I told him I would slip the anchor, so I went on board, got up the nine-inch hawser.

"The steamer made one attempt to run a hauling line to us, but failed. He then set the signal, 'J. K.' 'The attempt is dangerous,' followed it with N. D., 'I must abandon the vessel'; P. N. Q., 'According to orders.' I then asked, 'Will you take the captain to Manila?' He set his answering pennant, and steamed away south. I then run out a kedge anchor to the outside of the reef, and with a new four-inch line, tried to heave her off, but could not start her an inch. Sounded the pumps, found three feet and the water outside had fallen to nine feet. Sent all hands to breakfast, while I did a little thinking. All this time the ship was rolling heavily, and at times

SHIP "PANAY"

Silsbee, Pickman & Allen, Owners

Stephen P. Bray, Master, 1877

would lift her whole length and pound very hard, large pieces of the shoe had come up, and at 9 A. M. I noticed the rudder braces were gone.

"After breakfast, noticing a number of natives on the beach and with them several people in uniform, I sent the mate on shore to see if assistance could be obtained. He reported that the officer in charge was a Spaniard and would do all he could for us. I then went on shore myself, taking a Manila sailor with me as interpreter

"The officer in charge and the captain of the Pueblo both told me that the tide was falling, and at low water the reef would be bare, and the ship probably on her beam ends, so I decided to land everybody on the beach with what provisions we could pick and wait events; proceeded to do so and when the last boat left the ship at 11 A. M. there was six feet of water in the hold; found one small house near by which the officer had cleared out for our use, the men camping out in a cocoanut grove. By dark the ship had listed to starboard (off shore) about four streaks and was rolling with every heave of the sea. At daylight the next morning (13th) I went on board. The sea was smooth; the ship laid much quieter than the day before and had settled on her starboard bilge with lower chain plate bolts in the water. I found the water in the hold was the same height as outside the ship and most of the sound ballast washed away; spent the forenoon landing provisions and water; also some spare sails to make tents for the men; unshipped the galley stove and took that on shore also.

"At 9.30 the steamer *Churruca* hove in sight. She saw us and came as close in shore as possible; sent a boat in charge of an officer who was accompanied by Mr. James Macleod of Iloilo. They asked if they could render any assistance; said they could not attempt to pull the ship aft; did not think she could be got off, but they would take me to Iloilo or give me anything I wanted in the shape of provisions. I thanked them, told them we had enough to eat. My own intention was to reach Manila as soon as possible, so that I could communicate with my owners. Mr. Macleod said there was no steamer up for

some days and that I would be saving time by going with them. I did not want to leave the island till I had seen that everything had been done for the crew, so bid them goodbye, spent the rest of the day building tents for the men and for stores till 3.30 P. M., when a steamer came round the point steering north. Got into the boat with a few clothes and went out to her. She proved to be the *Taurus* back again. Had been into Romblon and procured two hawsers from another steamer. It was nearly low water. I struck the boat twice in crossing the reef, so concluded as the steamer was bound to Iloilo I would go in her. Left at once and arrived at Iloilo about 4.30 P. M. on the 14th. Found a small steamer, the *Camguin,* was to sail for Manila the next day; at once engaged passage in her and arranged with the agents to have her stop at the wreck for a few hours if the weather permitted.

"On the 15th I noted a protest with the Consul in the afternoon. The captain of the port sent for me and asked if I wished to make a declaration. I told him no, but was ready to answer any question he might ask. He asked a few simple ones, as to the time and cause of the disaster, my opinion as to possibility of avoiding it. All of which he required me to sign. On consulting the agents of the steamer, I decided that if she left at daylight the next morning she would arrive at the ship early next day, otherwise she would be obliged to lay to all night. Left Iloilo at 5.30 A. M. of the 16th, arrived off the wreck at daylight next morning, went on shore, found the ship in the same position, but the lower part of the stem was split and the planks of starboard side amidships appeared to be bulging out. Mate informed me that on Monday and Tuesday he had been able to work half the day and he had landed all the sails and some rope. On Wednesday the sea was so high he could not get off to the ship. I had intended to take away some of the most valuable personal effects by this steamer, but the sea was so high I could not do it. So I only took away the carpenter and three men and only what clothes they could put in their bags.

"I arrived at Manila at daylight on the 18th. Reported

to Ker & Co. at once. Found the loss of the ship had been reported by a steamer the day before and you had been advised by wire, although they had no particulars here. Wired you at once as follows, '*Panay* Captain arrived here today; everybody saved; vessel lays very badly and is full of water; see no prospect of getting vessel off. Mate is engaged saving stores, waiting instructions before further action.' I then went to the U. S. Consul and deposited ship's papers and gave instructions for extending protest. On the 19th, the protest being ready, I signed it together with the carpenter and three seamen. Two of the men wished to be discharged at once, and as the steamer was leaving for Hong Kong the same afternoon, I paid them off and they left by steamer. Sunday, 20th, at 1 P. M., I received the following from you, 'Consult the agent of National Board (of underwriters) to cooperate (with them). Make a contract compensation only on condition that vessel is saved.' Finding that Mr. Murray was the agent in question, I called on him at once and after consultation sent the following:—'No contract possible just now. My opinion is, proceed immediately to wreck with surveyor. Immediate reply required.' That morning I sent a letter to each of the steamship agents to see if either of them would make a contract on the lines proposed; have received replies from two of them saying in effect that they could not think of such a thing; since then have been trying to charter a steamer to go down to the wreck and bring up the crew and all salvage possible. There is only one steamer now in port that is suitable. On the first application her agents refused, as she could not be taken off her regular trips to Sorsogon; but they said that they would have another boat on Friday that I could have for $150 per day. I was anxious to get away as soon as possible, so got hold of the consignee of the cargo by this steamer and found she could afford to lose one trip; went back to the agents and was told that they were willing to oblige me, but as the principal owner lives at Sorsogon, they must get his consent. They wired him at once and we shall get a reply as soon as possible. This particular steamer would suit better than any other

I know, as she has a captain of experience and nerve. The service is not dangerous, but a man that knows his business can so handle his steamer as to make it easy for us to reach him with our boats. I found the captain of the *Camiguin* was not up to it. He kept his vessel so far out to sea that we should have swamped every loaded boat. I don't know that we shall be able to bring all the stuff off the island. The ship lays on a dead lee shore, and though we have not had much difficulty in landing everything under her lee, it is quite another matter launching loaded boats in a heavy surf. Still, I must go there for the men. I shall take down with me the surveyor for Lloyds and a man from Ker & Co. to represent the National Board.

"July 23rd.—Have been three days trying to charter a steamer to go down to the wreck, but without success. Am still on the lookout. Manila, 24th July.—I am leaving this day for the wreck, have been all the time since Monday trying to charter a steamer and Tuesday night supposed I had one at $150 per day to proceed to the wreck and bring up all the people and salvage. Yesterday morning was told that the owner in Sorsogon would not give his consent to the charter. Spent the forenoon looking for another, could not get the promise of one to leave here before Saturday, and I was fairly discouraged. Finding that the *Gravina* was advertised to sail today for Iloilo and Cebu, I went to the office of the agents to see if they would take a letter for me to Mr. Cleveland, the mate, and before I left there had made the following bargain. They are to take me, the surveyor and an interpreter to the Island of Simara and land us there, then on the return of the steamer, pick us up with all the crew I care to take and our personal effects for the sum of $300. If the weather will not permit the steamer to take us on board on her return, $100 is to be returned to me.

"The weather has been fine here for the past two days. Everybody predicts a 'Colla' when the moon changes. I hope to reach the ship before that. I think it would cost at least $40,000 to get the ship off and repair her. There

are no wrecking appliances here as at home. There is a steamer pump which could be had for about $50 per day, but I would have to buy a boiler and insure the whole plant for its full value. The ship has been 12 days on a coral reef, bilged, lower part of stem gone, and the lower rudder traces, and the water the same height inside of her as outside, and she rolls and grinds with every heave of the sea. I believe it is possible to tow her off the reef at the top of high water, provided the sea is smooth enough to get lines to her. But I think she would sink before we could tow her here, and if we should meet bad weather the case is hopeless. I have tried my best to make bargains. Everybody has been kind to me here. Ker & Co. have had the whole force of the office employed in some way or other in your interest, and Mr. Murray has given me his whole time. I leave this afternoon, and shall probably be gone a week, and will do all that is possible to save the ship or if she must be abandoned will still leave the mate with a sufficient force to guard the salvage till it can be sold.

"I remain,

"Your obedient servant,

(Signed) "S. P. Bray."

A history of Captain Bray has been given in connection with the ship *Mindoro.*

A synopsis of her several voyages, and the account of her loss, follows:—

First Voyage.—Launched at East Boston, June 25, 1877. Built by Justin E. Taylor for Silsbees, Pickman & Allen of Salem, 186 ft. 7 in. length; 37 ft. beam; 23 ft. 2 in. depth, at a cost of $74,582.75, including outfits.

September 12, 1877, sailed from Boston under command of Capt. Stephen P. Bray, of Newburyport, for Melbourne with 2124 tons cargo; thence to Iloilo and returned to Boston with 1500 tons sugar, arriving Sept. 25, 1878. Absent twelve months, thirteen days.

The ship *Panay* was built for Silsbees, Pickman & Allen, of Salem, in East Boston, and was launched in fine style, June 25, 1877, from the yard of Justin E. Taylor, near the

Meridian Street Bridge, East Boston. Several Salemites, the writer among them, were aboard the ship when she slid from the ways, and gracefully entered her element, amid the roar of whistles of steamers and tugs in the vicinity and the cheers of the spectators. The tide was not as high as anticipated, and her headway was stopped as she entered the soft mud of the bottom of the harbor. Attempts were made to roll her, so that she would make a cradle for herself, and then could be hauled out by the tugs. It was of no use, however, and she was obliged to remain over one tide. The calamity howlers predicted all sorts of gloomy things for the ship, because of this mishap on her natal day, but she came off all right on the next tide. The "rolling process" consisted of all on deck running across the deck from one side to the other.

The ship was 190 feet and six inches long on deck, 36 feet extreme breadth of beam, and 23 feet depth of hold, including eight feet height between decks, ten inches dead rise at half floor, six inches rounding or swell of sides, five feet sheer graduated her whole length, and she was 1100 tons, carpenter's measurement. Her frame was selected, seasoned white oak, her planking, ceiling and deck frames hard pine, and her deck floors selected white pine.

She was square-fastened throughout, butt and bilge bolted with yellow metal, thoroughly treenailed with locust; all of her ceiling was scarped, the thick work bolted edgeways; her hanging knees and breasthooks were iron, bolted through all, thus giving her great stowing capacity, and she was well ventilated and seasoned with salt. She had all the modern improvements; was built by the day and was as strong as wood and iron could make her. She was finished in the best style of workmanship, and no expense was spared in her construction to make her all that a ship ought to be.

She was a medium clipper model, designed to sail fast and to carry well. She had a neat billet head carved and gilded, an oval stern, rounded in the wake of the monkey rail, and clean lines fore and aft, with a long, buoyant floor. Her bottom was sheathed with yellow metal, the

hull outside painted black, and inside her houses and bulwarks a pearl color. All her accommodations consisted of a house abaft the foremast for the use of the crew, galley, carpenter shop, etc. A cabin house, finely finished, built into a half poop, was conveniently arranged for the comfort of the captain and officers of the crew, with dining room and after cabin, all nicely furnished. She was a full rigged, double-topsail-yard ship, with wire standing rigging, and in all her details was one of the best arranged ships ever built in Boston, and her workmanship reflected the highest credit on her talented builder, Mr. Taylor. After being metalled, she was towed to Lewis wharf, and there loaded in Henry W. Peabody & Co.'s line for Melbourne, Australia.

The *Panay* sailed from Boston on her first voyage, Sept. 12, 1877, for Melbourne. A large party of Salem people went down in her below Boston light, and left her at 2.30 P. M., making sail fast, after which they went back to Boston in the tug. The vessel arrived at Melbourne, Dec. 23, 1877, making the passage in 100 days. Soon after leaving port, "the ship encountered a hurricane of unusual force and severity," Captain Bray wrote home to his owners, but received no damage.

The day after the *Panay* sailed from Boston, the new ship, *Iceland,* started from the same port for Bombay. She was commanded by Capt. Charles L. Gardner of Chelsea, a gentleman well known in Salem, having relatives here. No word has ever been heard from the *Iceland* to this day, and it has always been the opinion of seafaring men and her owners that she went down in the hurricane encountered by the *Panay.* The *Iceland* was one of three stout ships built in Boston for the Tudor Ice Company for their East India trade. She was a superior built ship of 1178 tons register, and was valued at $75,000. The other ships were the *Iceberg* and the *Ice King,* each of which sailed the ocean many years.

Captain Gardner was an experienced and skillful navigator, and sailed out of Boston many years in the employ of William F. Weld & Co. His ability to meet and overcome the dangers of the sea had been tested on many

previous voyages. If good seamanship could have saved the vessel, there can be no doubt but that Captain Gardner did everything in his power.

A resumé of eight following voyages to the East Indies is as follows, with a full description of her loss on her tenth voyage, on the island of Simara, one of the small islands of the Philippine group, while on the passage from Manila for Iloilo, in tow of steamer *Taurus*.

Second Voyage.—October 19, 1878, sailed from Boston, Capt. S. P. Bray, for Rio de Janeiro with cargo of ice; thence in ballast to Manila and Zebu, returning to Boston with 5060 bales hemp and 800 tons sugar, arriving December 29, 1879. Absent 14 months 10 days.

Third Voyage.—April 21, 1880, sailed from New York, Capt. S. P. Bray, for Yokahoma with 28,251 cases oil and 658 tons merchandise; then to Manila, returning to New York with 7743 bales hemp, arriving April 18, 1881. Absent 11 months 28 days.

Fourth Voyage.—May 18, 1881, sailed from New York, Capt. S. P. Bray, for Nagasaki, Japan, with 35,000 cases oil; thence to Hong Kong and Manila, returned to Boston with 7574 bales hemp, arriving September 2, 1882. Absent 15 months 15 days.

Fifth Voyage.—November 1, 1882, sailed from Boston, Capt. S. P. Bray, for Iloilo with 30,000 cases oil, returned to Boston with 1500 tons sugar, arriving October 15, 1883. Absent 11 months 15 days.

Sixth Voyage.—December 13, 1883, sailed from Boston, Capt. S. P. Bray, for Iloilo and Manila with 30,000 cases oil, returned to Boston with 1437½ tons sugar, arriving February 25, 1885. Absent 14 months 12 days.

Seventh Voyage.—November 15, 1885, sailed from Boston, Capt. S. P. Bray, for Iloilo and Manila with 33,000 cases oil, returned to Boston with cargo 7437 bales hemp, arriving April 27, 1887. Absent 17 months 12 days.

Eighth Voyage.—June 6, 1887, sailed from Boston, Capt. J. Warren Luscomb, for Iloilo and Manila with 33,000 cases oil, returned to Boston with 1437½ tons sugar, arriving May 5, 1888. Absent 10 months 29 days.

(*To be continued*)

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HISTORICAL COLLECTIONS
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VOL. LXI APRIL, 1925 No. 2

NOTES FROM MEMORANDUM BOOK OF JOHN STONE, DEACON OF THE FIRST CHURCH, SALEM.

FROM THE ORIGINAL IN THE POSSESSION OF JOHN ROBINSON.

Deacon John Stone was born in Reading, Massachusetts, 9 July, 1781, and died in Salem, 22 November, 1849. His father, Rev. Eliab Stone (1737-1822), was graduated at Harvard College in 1758, and on May 20, 1761, was ordained pastor of the Congregational Church at Reading, where he remained for sixty-one years and until his death, 31 August, 1822, in his eighty-sixth year. In the direct ancestry were Lieut. Micah, Daniel, Deacon Daniel, Elder John and Deacon Gregory Stone (1592-1672), the immigrant from Great Bromley, Essex, England, "where for many generations the Stones had tilled the lands held by leases of various forms from the manorial landlords."

Deacon Gregory Stone came to America in 1635, located for a while at Watertown and finally settled and built his home in Cambridge, on the southern side of the present Garden Street, a few rods beyond the site of the Washington Elm. He brought from England with him his second wife (Widow Lydia Cooper), his six children and two step-children, one of whom, John Cooper, in 1657, built the house on Linnean Street, Cambridge, now owned by the Society for the Preservation of New England Antiquities. A venerable elm on the Gregory Stone homestead lot, set out in continuation of the row of which the

Washington Elm was one, survived until 1918; a court cupboard, said to have been his, is now in possession of the Concord Antiquarian Society; a "winscot Cubard" is included in the inventory of his estate in December, 1672.

The entries are all carefully made with ink in a memorandum book, 6 by 8 inches in size, of rather heavy paper, with dark paper covers; they begin in 1807, when Deacon Stone became a member of the Church, and end with his retirement as a deacon in 1847. It would appear that it was the custom of the church that a deacon should accompany the minister when attending church functions, christenings, etc.

Deacon John Stone, who thus came of a long line of church officials, was a Deacon in the First Church in Salem. He married, 9 November, 1806, Catharine Dodge (1782-1818), the daughter of Israel and Lucia (Pickering) Dodge. On 2 May, 1819, he married Mary Hodges (1791-1869), the daughter of Jonathan and Elizabeth (Ropes) Hodges,—all of Salem.

As a youth he was employed in Boston, but at twenty-one years of age he came to Salem, where he was engaged in business, finally succeeding to the ownership of the distillery of his father-in-law, Israel Dodge, a successful Salem merchant. He was an Ensign in the Second Corps of Cadets and a Captain in the State militia. After his marriage he at one time lived in the house on Charter Street which later became the Salem Hospital; he also lived in the Tontine block, thirty-one to thirty-five Warren Street, destroyed in the great fire of 1914. In 1826 he removed to the brick house at the corner of Chestnut and Summer Streets, which he had just built. He also built the wooden block of houses numbered three and five Chestnut Street, and he enlarged the brick dwelling house numbered eight Chestnut Street, where he was living at the time of his death. His children by his first wife, Catharine Dodge, were John Hubbard (1809-1862), Lucy Pickering (1815-1893), and Dr. Henry Orne Stone (1818-1909). There were no children by his second marriage.

1807, April 5th. John Stone and his wife Catharine were propounded to join in full communion with the 1st Church of Christ in Salem under the pastorial care of the Reverend John Prince, LL.D.

April 19th. The Rev. Dr. Prince (in presence of said Church) declared no objections had been made, that agreeable to the custom of said Church we had signed the covenant, and declared us to be members in full communion and entitled to all its privileges and immunities. He then proceeded to administer to us and the other brothers and sisters the Sacrament of the Lord's Supper.

1807, Sept. 6. Presented our first child to receive the ordinance of baptism, which was christened Lucy Pickering. (Died young.)

1809, Sept. 17th. Offered our second child in Baptism, who was christened (by Rev'd Mr. Smith of Byefield) John Hubbard.

1812, November 27th. At a meeting of ye first church of Christ in Salem held at ye house of ye pastor; It was voted that another Deacon should be chosen as a colleague with Deacon Hartshorne, to officiate in ye office of Deacon in this Church. Brother John Stone being nominated, was by a unanimous vote elected Deacon in this church.

Coppy from ye records (signed) John Prince
Pastor.

1812, Decm. 6th. Officiated in the important office of Deacon in the first Church in Salem.

1813, Jany. 13th. Receiv'd from Rev. Dr. Prince and John Pickering Esq. (they being a committee from ye church for that purpose) Forty dollars, being one half of a legacy bequeathed by Judge Lendal Decm. of the year 1760 for the use of the Deacons in the First church, Salem. Also half of a salt marsh in South Salem call'd Deacon's Marsh.

1813, Jany. 31st. Elected a deligate to attend Rev. Dr. Prince upon an Eccleseastical council, to dismiss Rev. T. C. Thatcher from the first Congregational Church in Lynn.

Feby. 3rd. Attended Dr. Prince to Lynn and upon request of both minister and Church dismiss'd Rev. Thos.

C. Thatcher from his pastoral charge; the Church giving him a recommendation, they had no objection to his Religious, moral or christians character, and reccommended him to Sister Churches as such.

1813, March 28. Elected deligate to attend in council to dismiss Rev. Moses Dow pastor of the 2nd Church Beverley.

March 31st. Attended Dr. Prince in council at Beverley—Council finding Rev. Mr. Dow had not made a legal demand of the Parish to be discharg'd from his civil contract, reccommended him to cause a parish meeting, the next day at 8 o'clock and the council adjourn'd till 9 o'clock next day.

Apl. 1st. Council conven'd and at 12 oclock the parish voted to dismiss Mr. Dow. The council thus gave an honerable dismission. The reason assign'd for his dismission, was insufficient support. The true reason he was a Federalist of the genuine Washington School!!

1813, Feby. 16th. Accompany'd Rev. Dr. Prince to the house of John Sparhawk Appleton, to the christening of their 3rd child who was nam'd Peter Lander.

1813, Augt. 5th. Elected deligate to attend in council with Rev. Dr. Prince to ordain Mr. Isaac Hurd as Pastor over the 1st Church and congregation in Lynn.

Augt. 18th. Accompany'd Rev. Dr. Prince to Lynn—when the council voted unanimously to set apart Mr. Isaac Hurd and ordain him over and to the charge of the 1st Church in Lynn.

1813, Decm. 5th. Attended Rev. Dr. Prince to the house of Seth Low to witness the christening of their children, which were christen'd by the names following: Mary Ann, born 1808; Harriot, 1809; Abiel Abbott, 1811; and Seth Haskel, 1812.

April 8th. Attended Rev. Dr. Prince to the house of the widow of the late Joseph Cross to witness the christening of her youngest son of the age of 12 years, who was named John Abraham Gray.

Copy of an Agreement.

We the subscribers, members of the First Church in Salem do hereby agree and give our assent, that all the

old plate, now belonging to the Church which is not in use may be made into suitable plates, or other vessels for the administration of the Bread on Sacramental Days; and we do hereby request and authorise Dea. Thomas Hartshorne and Dea. John Stone to procure such plates or vessels to be made; and in case there shall not be a sufficient amount of old plate to defray the whole expense of the new, we agree to make up the deficiency, with what can otherwise be collected.

Salem Decm. 9th 1814.

sign'd

John Prince, Pastor		Thos. Hartshorne	Deacons
Ebn. Bakford	Elders	John Stone	
John Appleton		Saml E. Derbey	
Henry Appleton		C. H. Orne	
John Pickering		Abner Goodhue	
John Prince jr.		John Gardner	
J. S. Appleton		Humphrey Devereux	
Joseph Chandler		George Heussler	

Coppy
original with Dr. Prince

Memo. of plate

594—29–14 "Ex dono Wm. Browne Secundus Esq." (Tanker with a cover)

342—17–2 The Gift of Saml. Barnard Esq. to the First Church of Christ in Salem. a can.

215—10–15 E. L. S. a two handle cup.

173—8—13 The gift of Mrs. Rachel Barnard, to the Church of Christ in Salem—of Wh. the Rev. Mr. John Sparhawk is Pastor 1743. a can, one handle.
Deacon Thos. Hartshorne purchas'd the last nam'd.

Coppy

Capt. John Stone c/o Churchill & Treadwell, Dr.

1815

Jany 7th c/o Making Silver Dish (vass) $50.—

1814	oz.		cr.	
Decm. 13th	57–11	Silver		
Deduct for dish	37—1			
	20–10—at 1–12 per oz.			22.96
			Balance	$27.04
By glass sold Dea. Hartshorne			$9.50	
" Jacob Peabody c/o sales of 4 pewter Dishes			2.78	
				$12.28
				$14.76

Account of Plate & Marks belonging to the 1st Ch.

A Vase mark'd

The Property of the First Church Salem—1815. Made by order of the Church, of Plate presented by Wm. Browne 2nd Esq. 1716. Samuel Barnard Esq. 1763 Mrs. Rachel Barnard 1743.

Two Flaggons—of 2 quts each—one mark'd—The Gift of ye Hon. Samuel Browne Esq. to the First Church of Christ in Salem 1769.

A Cup with two handles, large size—mark'd—The Gift of Mrs. Mary Wolcot to the first Church in Salem 1728.

Five Cups with two handles, mark'd—EX DONO WM. BROWNE SCND. ESQR.

A Cup—do (Barrel shape mark'd) The Gift of Sarah Higginson to the first Church in Salem 1720.

A Cup with two handles, supposed very old—mark'd—The Gift of Francis Skerry to the Church in Salem.

A Christening Bason—(suppos'd *very* old—Mark'd)—The Gift of Ichabod Plaisted Esqr. 1762.

A Spoon.

Name of those who contributed to make up the deficiency of Expense—Mrs. John Ropes—1$—Ebn Beckford—1$—Mrs. Humphrey Devereux 1$—Mrs. Nathl Bowditch—1$ Mrs. Israel Dodge 1$ Saml. E. Derby 1$ Mrs. Jo Hodges 1$ Mrs. Elizabeth Morse 1$ Mrs.C. H. Orne 1$ Mrs. John Derbey 2$ Mrs. Saml. Orne 1$

Deficiency made up by John Stone Total 12$

April 9th, 1815. Elected a delegate in company with John Pickering Esq. and Humphrey Devereux to accompany Dr. Prince to the ordination of Mr. John Emery Abbot over the north Ch. in Salem.

Apl. 20. Attended in council and ordaind John Emery Abbot as Pastor and teacher over the north Ch. and Society, late Dr. Barnard.

August 6th, 1815. In company with my wife, this day offerd our 3rd child in baptism, who, the Rev. John E. Abbott christen'd by the name of LUCY PICKERING. She was born, June 30th on Friday—Christening delayd that the mother might carry her to meeting.

1815, Sept. 30. Attended Dr. Prince to the house of George Clevland, who receiv'd the ordinance of Baptism.

Also was christend at the same time two Children of Maj. Daniel Hayes by the names of Eliza and Mary Jane.

1816, Feby. 25th. Dr. Prince preached a funeral sermon on account of the death of Ebenezer Beckford Esqr—one of the Elders of the 1st Ch. who bequeathed $1000, the income for the poor of the Church.

Attended Dr. Prince with Deacon Hartshorn to the house of Benj. Dodge—whose wife was admitted in full communion and herself christen'd Eliza—also their daughter by the name—Eliza Ann—the latter 3 years old last Octo.

1816, May 22nd. Rev. Dr. Prince and John Prince jr. Esqr. attended in council at Lynn to dismiss Rev. Isaac Hurd.

1816, July 14th. Attended Rev. Dr. Prince, to the house of the widow of late Col. Saml. Archer to the christening of her youngest child 4 years old, who was christened Caroline Rebecca.

1816, Nov. 8th. Receiv'd from Nathan Robinson, a paper of which the following is a coppy and information that the money was ready to be paid.

—Coppy—

"Extract from the last will of the late Ebnr. Beckford Esqr. viz.—

Item. "I give and bequeath to Deacon Thomas Harts-

"horn and Deacon John Stone, now Deacons of the first "Church of Christ in Salem of which I am a member, "under the pastoral care of the Rev'd Doctor John Prince, "and to their successors in the same office, the sum of one "thousand dollars, upon the Special Trust and confidence "that they shall and will place the same at interest on "good sucurity and shall receive the interest and income "thereof half yearly and the same as receiv'd shall dis- "tribute and pay over to such of the Brothers and Sisters "of the said Church, as the said Deacons for the time "being shall judge to be the most receptive and to so many "and of such receptive brothers and sisters as they shall "think best."

Salem, Nov. 12th, 1816. Gave Mr. Nathan Robinson a receipt of which the following is as near a copy as can be reccollected.—

"Salem, Nov. 4th, 1816. Receiv'd of Mr. Nathan Robinson and John Jenks, Executors of the last Will and Testament of the late Ebnr. Beckford Esqr. One thousand dollars—bequeathed to us as Deacons of the first Church of Christ in Salem of which we are Deacons, in special trust that we put the said money at interest with good security and semi-annually distribute the income thereof to the most receptive Brothers and Sisters of said Church —which we promise to perform agreeable to the intentions of donor—

Signd Thomas Hartshorne

—B not an exact coppy— John Stone"

Mr. Robinson thus paid me 1000$ Nov. 12th, 1816, and shew me that the Extract he gave me was a true one from the Will.

I then carried the money to Capt. Joseph Peabody and receiv'd a note—the following is an exact coppy.—

"$1000 Salem November 12th 1816. For value receiv'd the Inhabitants of Salem in the County of Essex promise to pay to Thomas Hartshorne and John Stone Deacons of the first Church of Christ in Salem, or to

their successors in the said office, the sum of one thousand dollars on demand with interest therefor semi annually until paid. By and in behalf of said Inhabitants in pursuance of votes of said Inhabitants on the fourth of June and first of November 1816."

Willard Peele	Jos. Peabody	Committee
Joseph Waters	Joseph Ropes	to build a
	John Punchard	market
	Mrs. Richard Gove	house and
		Town Hall

Salem, May 4th, 1817. Attended Dr. Prince to the house of Ezekiel Hersey Derbey Esqr. and witness'd the christening of their daughter which was 11 weeks old—namd Emily Maria.

1817, Sept. 7th. Attended Dr. Prince to the house of Benj. Dodge and witnessed the christening of their infant daughter—who was namd Mihitable-Caroline-Orne.

1817, November 30th. Attended Dr. Prince to the house of Seth Low and witnessed the christening of their infant who was nam'd Edward Allen.

1818, Jany. 31st. At the request of Dr. Prince, who was sick, call'd upon Mrs. Susanna Gowin, who was a fortnight since propounded to join the Church and witnessed her signing the covenant agreeable to the vote of said Church.—Elder Hartshorne was sick and Elder Pickering out of town.

Extract from the records of the first Church in Salem:

1780, October 22nd. Voted in church meeting, that the Church covenant be entered in a book in the form of a subscription paper and that members be admitted into full communion with this Church in future by signing the said Covenant in the presence of the Rev. Pastor and Elders, or either of them; after having stood propounded the usual time.

1818, March 15. Attend Rev. Dr. Prince to the house of Capt. Nathl. West to witness the christening of their child—who was nam'd Richard. Also to the house of Mr. Thomas Saunders and witness the christening of their son 13 years old—George Thomas.

1818, May 10th. Offered in Baptism my 4th Child who was nam'd Henry Orne. Dr. Prince administerd the ordinance. Child 2 mos. and 3 days old.

July 12. Attended Dr. Prince to the house of Mr. Abel Hersey to witness the christening of their daughter 10 weeks old who was nam'd Mary Gardner.

November 7th. The Church met at Rev. Dr. Prince's house, and after a fervent address to the throne of grace —made choice of Brother Seth Low as a Deacon—also voted to suspend dividing the surplus money on sacrimental days to the Poor—the Beckford fund being at present sufficient—also voted to deposit in the Savings Bank and chose the Elders a committee—the money bequeathed by Judge ——— the income for the care of the Deacons.

1819, Octo. 5th. Saml. Orne dismiss'd the Ch. and reccommended to ———.

Octo. 19th. Brother Seth Low offerd his child in Baptism—Francis.

1820, Sept. 3rd. Elected deligate with Dea. Low to accompany Dr. Prince to the Instalation of Rev. James Flint over the East parish Salem. Rev. Mr. Flint sick. Installation indeffinately put off.

1820, Octo. 1st. Elected deligate to attend Dr. Prince to the ordination of Mr. Wm. Bourne Oliver Peabody at Springfield.

Octo. 12. Attended in council and Rev. W. Bo. Peabody was ordained over the 3rd society of said parish.

Octo. 20. Accompanied Rev. Dr. Prince to the house of Hon. Timo. Pickering and witnessed the christening of his grand child—Mary Elizabeth Pickering-Dorsey. The father arrivd half hour before the christening.

1820, Nov. 15th. Revd. John Brazer ordained over North Church—Elder John Pickering Delagate.

1821 March 27th. Died *Mrs. Eliza White* 36 only daughter of Wm. Orne Esq. and wife of Hon. Daniel A. White. Buried 30th Int. After the funeral was christened her son—who was nam'd *William Orne*-White.

March 28th, 1821. Died *Eunice Dimon Ropes*—daugh-

ter of John Ropes Esq. aged 26, member of our Ch. and cousin of Mrs. White. Buried 31st Int.

May 20th. Deacon Seth Low and wife offerd up their son in Baptism—name, Joseph Orne.

Sept. 2nd. Dr. Prince read to the Ch. two letters, one from the Parish in Bridgewater requesting our assistance in ordaining mr. Hodges 12 Inst. Chose Hon. Tim. Pickering delegate—and one from the East Parish in Salem requesting our assistance to enstall Rev. James Flint the 19th Inst. Chose myself and Deacon Low delegates.

Sept. 19th. Attended our Rev. Pastors in company with Brother Low to the Installation of Rev. James Flint over the East Parish in Salem.

Nov. 18th. Accompanied the Rev. Dr. Prince, with br. Low to the house of Benj. Dodge to witness the christening of their son 7 weeks old, who was namd—Benj. George Larkin.

Jany. 21. Dea. Low accompanied Dr. Prince to the house of Daniel Clarke to witness the christening of his daughter—Mary Hannah.

Feby. 28th. Accompanyd Rev. Dr. Prince to the house of Mrs. Ruth Briggs—widow of Mr. John Briggs and witnessd the christening of her 3 children—viz.—Phebe Louisa—aged 5 years—Elizabeth—3 years and John—22 months.

March 24th. Accompanied Dr. Prince and Brother Low to the house of Mrs. Malvina Tabitha Ward—widow of Late Saml C. Ward—to witness the christening of her youngest child 5 years old—who was nam'd Henry Orne.

1824, March 7th. Attended Dr. Prince in company with Dea. Low to the house of Mrs. Stearns who offer'd in baptism her grandson William St. Agnan—child of Richard and Theresa Stearns who are now in the W. I. Child 18 mos. old and quite sick.

1824, Nov. 3rd. Attended in council with Hon. Timo. Pickering—(Dr. Prince sick)—to ordain James Diman Green over 2nd Cong. Society in Lynn. Same day 1st Ch. and society Salem held a meeting and gave Mr. Charles

W. Upham a Call—(with the exception of those who belong to Mr. Coleman's Society)—the vote was unanimous, to settle as coleague pastor over said Ch. with Rev. Dr. Prince.

Nov. 14th, Sunday. Rev. Kirkland preached and read an affirmative answer from Charles W. Upham to settle as coleague pastor with Dr. Prince.

Nov. 16. At a Church meeting at Dr. Prince's house was voted— that Dr. Prince with the two Deacons Stone and Low be a committee from the Church, to join the Society in finding letters missive to the minister and delegates to form a Council to ordain Mr. Upham.—Also voted Hon. Daniel A. White be an Elder in coleague with Elder John Pickering.—The first Church now appears to be fully officered—viz.—Rev. John Prince, LL.D., Pastor—Charles Wentworth Upham, Coleague—Hon. John Pickering, LL.D., Elder—Hon. Daniel A. White, Elder—John Stone and Seth Low, Deacons. Several seceders to Mr. Coleman, ——— our happiness! being content and very respectable families—near and dear relatives—not objecting to Mr. Upham—but ——— Mr. Coleman.

Decm. 8th. An Ecleastical council met at Hamilton Hall Chestnut Street, was organis'd by choosing Rev. Dr. Thayer moderator and Rev. Mr. Walker scribe—after due examination they unanimously voted to ordain Mr. Charles Wentworth Upham as coleague pastor with Rev. Dr. Prince over 1st Ch.—Introductory prayer by Rev. Dr. Channing; sermon Rev. President Kirkland—ordaining prayer, Rev. Dr. Lowel—Charge, Rev. Dr. Thayer; Right hand, Rev. Mr. Brazer—Address, Rev. James Flint—concluding prayer Rev. Mr. Parkman—Hymn and Benediction, Rev. C. W. Upham. The house was full to overflowing—music excellent.

1825, Jany. 2nd. Rev. Charles W. Upham first administered the Sacrament. Dr. P. sick.

1825, Jany. 9th. Rev. Charles W. Upham christened Hon. D. A. White's son Henry Orne.

Jany. 30th. Church met at Dr. Prince's house, letter missive was read from the Independent Cong. So. in Bar-

ton Square—requesting the assistance of our pastors and delegates to induct Rev. Henry Coleman in the sacred office of Pastor and teacher. Brother Sprague mov'd to accept the invitation and Br. Hovey 2nd the ——. After a debate of 2 hours—the question was decided in the negative! Sprague, Hovey and Stone in favor—T. Pickering, J. Pickering, D. A. White, Robinson, Low, Prince, Goodhue in the negative.

1825, Apl. 29th. Ch. meeting at Dr. Prince's house—chose officers of Ch. a committee to consider the subject of Baptism—and report thereon.

Apl. 30th. Accompanied Rev. Mr. Upham to the house of James Gray. Witnessed the christening of their 5 daughters from 15 years old upward nam'd as follows—Eliza Endicott—(admitted a member of the Ch.) Rebecca—Caroline Matilda—Susan—Mary Ann.

May 1st. Mariah Cecelia wife of John Gardner jr. was christen'd—and both propounded to join the Ch.—also Eunice Bowditch.

1826, March 12th. Rev. Jno. Prince LL.D. preach'd all day in the first Church which was erected 1718; for the last time divine service was held there; his text was from Psalms 5th Chapt., 7th verse—the house fill'd to overflowing. His coleague Charles W. Upham—was absent—on his return from Baltimore and did not arrive till evening of said day—owing to bad travelling.

March 19th. The Society and first Ch. worship'd in the Court house—Rev'd C. W. Upham preachd from Haggai—2nd Ch., 3rd verse—all day.

On Monday 13th Inst. the house began at once to be pull'd down. The organ removd—clock—Bell Steeple—porch—all down by Saturday 18th—by Tuesday the whole house compleatly down—sold and carried off. I got a stick which was in the house built 1670—and when cut 180 years old.

29th, Wednesday. Revd. Charles Wentworth Upham married to Miss Ann S. Holmes, daughter of Dr. H. of Cambridge—Pres. Kirkland married them.

Apl. 27th. At 6 P. M. the first Stone of the new Church was placed at the N.E. corner of the cellar.

Dea. Low and wife's birthday—Timo. Pickering read the Inscription—Peter Lander put it into the Stone Box—Mr. Upham prayed—Dr. Holyoke present aged 98.

1826, Novem. 16th, Thursday. The Church in Higginson Square was solemnly Dedicated to Almighty God. Mr. Brazer offerd the introductory prayer and read the Scriptures—Dr. Prince the Dedicating prayer—Rev. Mr. Upham the sermon from Ezra 5-11—Dr. Flint concluding prayer.

Nov. 19, Sunday. For the first time on the Lords day met in the new Church. Dr. Prince and Mr. Upham preached. The latter's text was Holiness becometh the house of the Lord forever.—Hon. D. A. White had a child christen'd Francis Higginson—and 5 other children regular descendants of Gov. Endecott—children of John Gardner jr. and Saml Endicott jr., one was namd John Endicott.

1827, July 22nd. Christend at Church by Rev. Mr. Upham, Doct. Geo. Choat—and his son. Mrs. Hiram Pond,—Mrs. John Henfield and Mrs. Goodhue. Twenty persons propounded to join the church.

Augt. 4th. In consequence of the sickness of Rev. Dr. Prince and the absence of Rev. C. W. Upham—calld upon the following persons who were admitted in full communion with the Ch. by signing our covenant.—See list of names.

Octo. 1st. Dr. Prince with Mr. Upham (the deacons not coming in person) at the house of the widow of late Wm. P. Richardson christend their seven children—viz.—Octavia Ellen; Sarah Lang; William Putnam; Edward Lyman Lang; Eliza Ann; Charles Fredric; and Caroline Louisa.

1827. At a meeting of the Brothers of the Church, held at the House of Senior Pastor—Nov. 28th, and continued by adjournment to Decm. 18, 1827, the following Report, respecting admission to the Ordinances, was taken into consideration.

The committee, appointed by the First Church in Salem, to consider the expediency of adopting new forms of Declaration and Covenant, instead of those heretofore

used, preparatory to admission to Baptism and the Lord's Supper, have attended to the subject, and now submit the following

Report

As a free admission to the Ordinances of Baptism, the Lord's Supper is the right and privilege of all sincere professing Christians, it appears to be the duty of the Church, in taking care, according to Apostolic injunction, that "all things be done decently and in order," not to impose anything, by way of subscription, or declaration of faith upon those who desire admission to these Ordinances, which may not be conscientiously complied with by sincere Christening of all denominations. The Committee, therefore, recommend, that instead of the form of declaration, heretofore used, preparatory to administering the Ordinance of Baptism to adults or to the children of such as are not in full communion with the Church, the following form be adopted—viz: "We believe in Jesus Christ, as the Messiah; and we receive his religion as the rule of our lives, and as a revelation from God."

The Committee also recommend, that instead of the form of Covenant heretofore used, preparatory to admission into full Communion with the Church, the following form be adopted, viz:

"We believe in Jesus Christ, as the Messiah; and we receive his religion as the rule of our lives, and as a revelation from God.

"We have a deep sense of the imperfections of our past services, and of our need of improvement; and we are desirous of performing all our religious duties, and of using all the means of grace provided for us.

"With such views and feelings, we enter into the Communion of Disciples of Christ, as members of his visible Church.

"It is our earnest wish and prayer, that we may imitate his example, imbibe his spirit and obey his precepts; and that by walking together in the fellowship of the Gospel

here, we may become prepared for admission hereafter into the Church of the redeemed in Heaven."

All which is respectfully submitted.

D. A. White
Seth Low } signed
John Stone

After mature deliberation this Report was unanimously accepted, and the forms of declaration therein proposed, adopted, to be used in future in all cases of admission to the Ordinances of Baptism and the Lord's Supper respectively.

A true copy of Record.—Attest
signed { John Prince
Charles W. Upham } Pastors

1828, Feby. 27th. Accompanied Rev. Mr. Upham with Dea. Low to the house of Gilbert Newhall and witness'd the christening of Lydia and Louisa Lewis—adults.

May 18th. Ebenezer and Hannah Griffin presented to be christened their nine children—(the oldest Ebnr. at — was not christend)—their names as follows—Martha Thompson—aged 16 years—Nathaniel Pierce—Sarah—John—11 years old this day—Hannah—Mary Ann—Elizabeth—John Adams and Thos. Jefferson twins born 17th June 1826—Christend by Charles W. Upham.

1828, August 1st. The Church met at Revd. Mr. Upham's house and made choise of John Walsh as Deacon and Nathan Robinson as Elder.

Octo. 28th. Accompanied Rev. Mr. Upham and Dea. Walsh to the house of Mrs. M. T. Ward—to witness the christening of Ebnr. and Elizabeth Putnams child 4 mo. old—who was christend—Charles Appleton Putnam.

Decm. 6. Accompanied Rev. Mr. Upham with Dea. Walsh to the house of Ebnr. Bowditch to witness the christening of his three children—Mary Ann—Elizabeth Gilman and Wm. Appleton, the last about 18 years old.

1829, Sept. 4th. Accompanied Rev. C. W. Upham, with Dea. Walsh to the house of Mr. Daniel Procter to witness the christening of their children who were nam'd —Mary Olivia — Daniel Littlefield — Nehemeah — and Charles.

(To be continued)

JOHN BOARDMAN SILSBEE HOUSE, NORTH STREET, SALEM

Built by him about 1850

THREE GENERATIONS OF SILSBEES AND THEIR VESSELS.

By Martha Williamson Forsyth Duren.

(*Continued from Volume LXI, page* 16.)

"Salem, Oct. 14, 1830.

"Capt. James D. Gillis.

"Sir: My Nephew William P. Abbott goes out with you in the ship Delphos, as clerk and to do duty on board ship at sea. It is my wish and that of his parents as well as his own that he should stand his watch, go aloft and generally do duty, so as to qualify himself for an officer and seaman at sea; and in Port that he should be employed by you in your business in any way he can be useful and so as to give him a knowledge of the business in the places you visit. He has to gain his living by his own labour and exertions and I trust you will always find him willing and ready in his duty and grateful for any advice and assistance you can give him. I wish you would instruct him on the outward passage in Navigation, lunar observations, &c., as well as in practical seamanship, and when you return to Europe that you would make him known to your merchants and give him opportunities to see the different places you visit. I hope he will be ready, industrious and persevering and that he will render himself useful to you and pleasant to all on board. In case of accident or any unforeseen events I request you to advise and direct his course as your judgment shall dictate and I shall always feel obliged by any assistance you may give him and for your advice to him at all times.

"Yours,

"Dudley L. Pickman."

(Probably the "Delphos.")

"Salem, 15 Oct., 1830.

"Capt. James D. Gillis.

"Besides the muskets named in the Invoice there is one more which came from Mr. Seccomb's, making 43 of them in all, there were also 12 Muskets, 2 Blunderbusses and 2 or 3 Cutlasses taken from Store and put on bd. after having been repaired.

"There is also more Tar than you will be able to consume as well as more Beef and Bread than you can want, if you are not delayed on the Coast.

"These Arms you will sell with the others on Cargo and we wish you to sell the armament of the ship or such parts as you think you can spare if you can procure pretty good prices. The Tar and all the provisions you can spare you will also sell if you can find purchasers on the coast. We think the ship is none too deep and you will do well to throw over some sand ballast after getting off the Coast. The trim of the ship for sailing in ballast is, we think, about 18 inches by the stern.

"Your friends,

W. Silsbee, for the concerned."

"Salem, Oct. 15, 1830.

"Capt. James D. Gillis.

"Sir: The Ship Delphos, under your command, being now ready, you will proceed to the native ports in Sumatra, for a cargo of Pepper. You will sell your merchandise for cash or barter for Pepper as you think best and will go to such ports for selling and purchasing as you think for our interest, completing your return cargo from the old Pepper on the Coast or waiting a new crop as you think best. Your experience on the Coast induces us to leave with you entirely the management of your voyage which we doubt not will meet every attention and exertion on your part. With your cargo of Pepper return to Gibralter for orders.

"For your services you will receive four per cent of the net proceeds of the return cargo or the same percentage

of the goods as delivered from the ship as you prefer—also wages and shipping paper. Return Landing Certificates for Opium.

"Fill your ship full as possible on deck and under deck, use all possible economy in your expenses and as much dispatch as is consistent with the interest of your voyage. Collect all the information you can as to Domestic Goods and any other articles which could be sold on the Coast; obtain patterns to serve on any future voyage.

"In case anything should occur during your voyage which is not now foreseen by us we authorize you to deviate from these instructions in any way which on mature consideration you shall be satisfied will be for our interest, giving us the earliest information possible. Write us every opportunity.

"Your Friends,

"Nath. Silsbee, Dudley L. Pickman, William Silsbee,
Z. F. Silsbee, Nath. Silsbee, Jr., for themselves
& Robert Stone & George F. Saunders."

"In case of accident to Capt. Gillis, Mr. Ezekiel Carter, the First Mate will take charge of the ship and he and the clerk, Mr. William P. Abbot will take charge of the Cargo and execute these instructions except so far as deviation is permitted."

(Then follow invoices shipped by the Silsbees October 15, 1832, on the "Delphos" for the East Indies, consisting of Verdigris, White Lead, Flints, Oars, Sails, Doubloons, Spanish Dollars, &c., to amount of $200.18, which was to be invested in Pepper and other goods, bringing back anything which promises to be of profit.)

The original certificate from Booloo Sammah is of interest, a copy of which follows:

"We, Pong Lemah, Po Alli and Po Mahomet of the Port of Assahan and Booloo Sammah on the west Coast of Sumatra do hereby certify that the goods or merchandise herein described have been landed in these ports

between the first of April and the first day of June from on board the Ship Delphos of Salem, whereof James D. Gillis is at Present Master, viz:

Nine and one half Cases Opium
One Case Opium

1 Case containing 139 pcs. of Hankfs, printed Cotton which according to the bills of lading was shipped on board the ship Delphos at the port of Salem in the United States of America on or about the 13th day of October and consigned to ——— by Nath. Silsbee and others of Salem afore said.

"Given under our hands at the port of Booloo Sammah this first day of June, 1831.

"Pong Lemah (his × mark) Po Alli
Po Mahomet.

"Witness, William P. Abbot."

(On the Reverse Side.)

"Port of Booloo Sammah.

"We, James D. Gillis, Master, and Ezekiel Carter, Mate of the Ship Delphos of Salem, lately arrived from the port of Salem in the United States of America solemnly swear that the goods or merchandise enumerated and described in the preceding certificate dated the first day of June, and signed by Pong Lemah, Po Alli and Po Mahomet of the port of Assahan and Booloo Sammah, merchants, were actually delivered at the said port from on board the said ship Delphos within the time specified in the said certificate.

"Sworn to the first day of June,

"James D. Gillis, Master.
Ezekiel Carter, Mate."

"We, Pong Lemah, Po Alli & Po Mahomet, residing on the Coast of Sumatra, merchants, do declare that the facts stated in the preceding certificate, signed by us, of the said coast of Sumatra, merchants, on the first day of June, are just and true and worthy of full faith and credit.

RESIDENCE OF JOHN BOARDMAN SILSBEE, CHESTNUT STREET, SALEM

about 1861

We also declare that there is no Consul, or other public agent of the United States of America now residing at this place. Dated at the Port of Booloo Sammah this 1st of June, 1831.

"Pong Lemah (his × mark) Po Alli
Po Mahomet.

"Attest, William P. Abbot."

SHIP BORNEO.

(From the original bills on account of Ship Borneo for Capt. Gillis from Jan. 22, 1832, to end of the year, mostly from Genoa traders and artisans, we select the following.)

Genoa, 29th December, 1832.

Capt. James Gillis of the American Ship Borneo
To Agostini Belmartin, Blacksmith.

1 Iron Strap for the top-sail yard Pds. 19½ @ 80 cmes a pd....Franks	$15.60
1 Iron Candlestick for the figurate made of his iron	2.50
3 Iron Candlesticks of round iron @fs. 4.50 each	13.50
12 Rings and 8 Keys @ 16 Cs a pd.	3.20
1 Arm with hinge in two parts for the stuff	11.00
Franks	43.80

(A bill from a Genoa Provision Dealer dated Dec. 1832 to Jan. 1833, amounts to $1,814.77.) Again:

Genoa, 7th Jan., 1833.

Capt. James Gillis of the American Ship Borneo
To Paulo Ginouhio, Carpenter Smith.

1 new Topsail Yard all ready made, agreed Franks	77.50
8 Planks for the ballast feet 24	36.00
Franks	113.50

Settled.

Ship Arnold Welles.

"It is agreed between Isaac Hall, Thomas Curtis, Stephen Glover, Henry Porter and Francis Dawson, Owners of Ship Arnold Welles on one part and Nathaniel Silsbee, Dudley L. Pickman, Robert Stone, Z. F. Silsbee and James D. Gillis of Salem, on the other part as follows:

"That said Ship Arnold Welles shall proceed from New York to such Port or Ports east of the Cape of Good Hope as the Owners and Freighters shall direct with a stock of Thirty eight thousand dollars in Specie and Merchandise, on account and risk of said Silsbee, Pickman, Stone, Silsbee and Gillis which shall be entitled to the whole capacity of the vessel customary privileges excepted. This property shall be invested at such Port or Ports in India and in such manner as shall be directed by the owners of the Cargo in merchandise which shall be laden on board said ship for their account and risk for Port or Ports in the Mediterranean as they shall direct, consigned to them on their order.

"In lieu of freight for the voyage the owners of the Vessel shall be entitled to one half the net profits arising on this adventure to be settled as follows: If sold in Europe from the net proceeds of the Cargo after deducting Captain's commission and all other charges (except Premium on Dollars, Interest and Insurance) shall be replaced the amount of Specie and cost of merchandise shipped, in Spanish pillared Dollars, the balance being profits shall then be equally divided between Owners and Shippers unless some different mode of settlement shall hereafter be agreed upon between the parties hereto; and in case the half Profits received by the Owners of said Ship in Settlement of the voyage should not amount to as much as Eight Thousand Dollars should said Ship not go above Leghorn, or Eight thousand five hundred dollars should she go to Trieste, then the above named Shippers agree to make up the same to those sums respectively as the case may be, including what may have been received in half profit and in full for the freight of said ship for the voyage aforesaid. Should the Ship proceed to any

other Ports in India than Sumatra the Port Charges at such Ports say (Custom House Charges, Discharge and Pilotage) shall be paid by the Cargo before dividing the profits.

"Dated at Boston, August 20, 1833.

Isaac Hall	Nath. Silsbee
Stephen Glover	D. L. Pickman
Henry Porter	Robert Stone
Thomas Curtis	Z. F. Silsbee
Francis Dawson."	

(Then follows letter of instructions to Captain Gillis, dated Aug. 21st, 1833, signed by all parties to the agreement, desiring Captain Gillis to visit Padang, Rio, Java or Manilla, but "not to go to an English Port in India as this would prevent your going from thence to any Port in Europe and compel you to return directly to this Country from India.")

The Invoice of Merchandise shipped by the Silsbees, Robert Stone and James D. Gillis on board Ship Arnold Welles (Gillis, Master), bound to East Indies and dated Salem, August 21, 1833, is as below:

Thirty-five bales of brown sheetings, 46 in. wide, containing 30 pieces each is 1050 pieces, measuring 23,209½ yds @ 14c per yd.	$3,249.34
Freight of Bales	15.04
6 Cases Opium wg. net 624 83/100 lbs @ $4.00 lb.	2,499.32
Steamboat freight and Truckage	9.16
400 kegs of powder, 25 lbs. each, 2.87½	1,150.00
	6,922.86
11 kegs containing 32,500 Spanish Dollars	32,500.00
Premium on Spanish Dollars & Commission pr. acct.	792.50
Signed by the Shippers.	40,215.36

BRIG MALAY.

List of Sails belonging to the Brig Malay as she arrived:

1 Flying Jibb, ½ worn.
3 Standing Jibbs, 1 ⅓ worn, 1 ½ worn, 1 old, the best repaired.
1 Fore T. Mt. Stay Sail, ½ worn.
1 Main Stay Sail, ½ worn.
3 Fore Sails, 1 ⅓ worn, 2 ½ t., ⅔ds worn, the best repaired.
2 Fore Top Sails, 1 ½ worn, 1 ¾ worn, 1 new one.
1 Fore Top Gallant Sails, ⅔ worn, 1 new one.
1 Fore Royal, ⅔ worn.
2 Main Sails, 1 ⅓ worn, 1 ⅔ worn but repaired.
1 Main Top Gallant Sail, ½ worn but repaired.
3 Main Top Sails, 1 ¼ worn, 1 ½ worn but repaired.
1 Main Royal, ½ worn.
1 Main Sky Sail, ⅔ worn.
2 Try Sails, 1 ⅓ worn, 1 ¾ worn, best repaired.
2 Lower St. Sails, 1 ½ worn, 1 ⅔ worn.
3 Top M. St. Sails, 2 ½ worn, 1 ⅔ worn, 1 new one.
3 Top Gall. St. Sails, 2 new, 1 ½ worn.

"To Oliver O'Hara, Esq.

"Key West.

"Sir: We the undersigned, ship Owners, &c., in the following places, viz., Boston, Salem and Newburyport, in the State of Mass.; Portland, Bath and vicinity in the State of Maine; Portsmouth, in the State of New Hampshire, deeming it expedient that some person should be empowered to protect our interests in case of disaster to our vessels at Key West or in the Vicinity thereof, and having fullest confidence in your judgment integrity and ability, constitute and appoint you our agent to act for us and in our behalf in all cases where we may be interested in Vessels wrecked at or near Key West, and you are requested to call on the Master and exhibit this letter of Authority."

Then follow signatures of individuals and firms to the

number of 70 in Boston, 54 in Salem, dated Dec. 5, 1832. Among them D. L. Pickman, William Silsbee, R. Stone, Z. F. Silsbee, Nath. Silsbee, Jr., etc. Others of Portland, Bath and Portsmouth. Taken from original document now in possession of the Essex Institute, which belonged to Capt. J. Porter Felt of Barque "Derby" of Salem.)

Abstracts from Invoice Books of James W. Cheever, now in possession of the Essex Institute:

The invoice book of James W. Cheever, May 18, 1820, gives the following list of merchandise shipped on brig "Ontario" for Java, Zachariah F. Silsbee owning and shipping two-eighths of cargo: Doubloons and Spanish Dollars amounting to 42,000 Dollars, with Beef and Bread to sum of $574.

On same date as above, the "Mary Ann" carried with her to Java, 8 brass-handled cutlasses, 10 handsome mounted dirks, a spy-glass, 11 imitation gold watches and 3 gold repeating watches, value all told, $286. The master, James Cheever, was requested to invest in Coffee in return.

On Nov. 7, 1820, the Invoice book accounts for the sale of the doubloons at Java to Chinese.

April 13, 1821, Z. F. Silsbee, Timothy Bryant, Dudley L. Pickman and Robert Stone shipped $40,670.64 of Coffee from Padang to Holland on brig "Ontario," James W. Cheever, Master.

The third Scrap-book at the Essex Institute which contains Ship papers, shows the original letter from Rajah Boojong of Troumon, Sumatra, inviting Captain Gillis of ship "Borneo" of Salem to his port (1832), and expressing a desire to purchase a pair of guns. Z. F. Silsbee was then part owner of this ship.

The same scrap-book contains a "Monster-Rolle Amsterdam of ship "Borneo" in 1834, with names of seamen and descriptions printed and written in Dutch. Z. F. Silsbee was part owner of this ship at the time.

Salem Custom House Imposts and Receipts.

The following records from the Impost Books at the Salem Custom House show many entries of interest regarding the amount of duties paid by Z. F. Silsbee, both at the time of his active life as a shipmaster and after his retirement when he took up the less adventurous life of merchant and citizen.

Ship Herald.

Date of entry, May 19, 1804, from Batavia. Zachariah F. Silsbee, Master. Consignees were Z. F. Silsbee and brother Nathaniel. The cargo was coffee, pepper and sugar, the duties amounting to $27,532.93.

Ship Herald.

Date of entry, Dec. 18, 1809, from Sumatra. Z. F. Silsbee, Master. Consignees were James Devereux and Jos. Haight, who had pepper and merchandise, and whose duties amounted to $29,238.66.

Ship Herald.

Date of entry, Oct. 7, 1816, from Calcutta. Eleazer Graves, Master. The consignee was Zachariah F. Silsbee, who had merchandise and whose duties amounted to $52.36. Other consignees paid duties to amount of $25,344.58 on tobacco, sugar and twine.

Ship Herald.

Date of entry, Dec. 12, 1810. Benj. Daniels, Master. Consigned to Z. F. Silsbee, pepper, duties on the same were $2,856.20

Ship China.

Date of entry, April 1, 1818, from Canton. Benj. Shreve, Master. Merchandise consigned to Z. F. Silsbee. Duties, $28.86.

Ship Indus.

Date of entry, June 28, 1822. From Leghorn. Stephen Brown, Master. Merchandise consigned to Z. F. Silsbee. Duties, $17.41.

Ship Borneo.

Date of entry, Sept. 17, 1835, from Gottenberg. Among other consignees was Z. F. Silsbee. Total duties paid on iron, molasses and merchandise, $7,131.40.

Bark Borneo.

Date of entry, Nov. 17, 1836, from Sumatra. C. S. Huntington, Master. Merchandise consigned to Z. F. Silsbee. Duties, $6,819.06.

Brig Malay.

Date of entry, March 1, 1834. From Leghorn. John Nichols, Master. Goods all consigned to Z. F. Silsbee, none of which were dutiable.

Bark Malay.

Date of entry, Nov. 17, 1836. From Sumatra. John B. Silsbee, Master. No consignees given. No dutiable goods.

Brig Ann.

Date of entry, April 5, 1813. From Liverpool. Merchandise consigned to Z. F. Silsbee. Duties, $708.33. Joseph Lee, Master.

Brig Ann.

Date of entry, April 5, 1812. From Liverpool. Joseph Lee, *Prize Master*. Wm. Fettyplace and Z. F. Silsbee paid together duties on merchandise amounting to $9,697.46.

Brig Ontario.

Date of entry, Apr. 17, 1820. From Java. Duties on 284,647 lbs. of coffee were $14,232.35, consigned to Z. F. Silsbee.

Ship Friendship.

Date of entry, May 3, 1830. From Trieste. Glass, currants and wine consigned to Z. F. Silsbee. Duties, $1,032.62.

Ship Delphos.

Date of entry, Oct. 3, 1831. From Sumatra. James Gillis, Master. Merchandise consigned to Z. F. Silsbee. Duties, $610.24.

Besides the "Herald," Zachariah F. Silsbee was part owner of the vessels "Borneo," "Camel," "Delphos," "Essex," "Endeavor," "Friendship," "Henry Ewbank," "Malay," "Mary Ann," "Ontario," and "Persia," being associated with Boston owners as well as those of Salem.

After a long and useful life, Mr. Silsbee passed away on July 3d, 1873. The *Salem Gazette* had the following obituary:

Died in Salem, the 3rd inst., Zachariah F. Silsbee, Esq., in the 90th year of his age. Mr. Silsbee was born in Salem, in August, 1783, and this city has always been his place of residence. He was the youngest of three brothers, all of whom became ship masters at a very early age. After retiring from the sea, he was, for many years, engaged in the East India business, with the late Robert Stone, Dudley L. Pickman, and his brothers, Nathaniel and William Silsbee, the firm being well known under the name of Stone, Silsbees and Pickman, although not forming a regular copartnership. Mr. Silsbee has survived his partners many years, and has passed his old age in quiet retirement, and in the society of his children and grandchildren. He had an uncommonly modest and retiring disposition, which, without doubt deterred him from wishing to assume any prominent public position; but he filled several offices of trust. . . . He was a man of the strictest integrity, most amiable, kind and tender-hearted, always charitable to the poor, and liberal in all his dealings. His memory will always be precious to his children, his friends, and those whom he assisted and helped. A good old man has gone to that land where the infirmities of age are laid aside, and where he will meet his early friends, few of whom, if any, are left behind.

"All pain and sorrow he has left
With mortal care below;
Within the many mansioned house
He walks in freedom now."

The will of Z. F. Silsbee is found among the probate records of Essex County, as follows:

In the name of God, Amen; I, Z. F. Silsbee of Salem in the County of Essex, being of sound mind, but mindful of the uncertainty of Life, do hereby declare this my last will and testament.

I dispose of my Estate of every kind, in manner following; A dwelling house in Beverly on land of W. D. Pickman, and a

RESIDENCE OF JOHN BOARDMAN SILSBEE, CHESTNUT STREET, SALEM

about 1866

house and land on Pleasant Street, Salem, and all my personal Estate of every kind whatsoever that I may die seized of. I devise to my children as follows: One sixth part to Sarah A. Peele, one sixth part to Caroline Pickman, one sixth part to Mary B. Clapp, one sixth part to G. Z. Silsbee, one sixth part to Edward A. Silsbee, and one sixth part to the children of my deceased son, John B. Silsbee, to be equally divided among them for their own use forever, and I do hereby constitute, authorize and appoint my sons, G. Z. Silsbee and Edward A. Silsbee, my executors of this my will and Testament.

My house in Beverly, standing on land of W. D. Pickman, I wish my executors to offer the same to Caroline Pickman at a fair appraisal if she would like to have it, as a portion of my estate which may fall to her share.

In testimony whereof, I have hereunto set my hand and seal this twenty-fourth day of July, A. D. 1867.

Signed, sealed and delivered as my Will and Testament in the presence of James F. Kimball, W. H. Whipple, H. O. Fuller.

(Signed) Z. F. SILSBEE (Seal)

In the petition for probate of the will, the heirs are given as follows: Sarah A. Peele, widow of Jonathan W. Peele of Boston, Caroline Pickman, wife of William D. Pickman of Boston, Mary B. Clapp, widow of Dexter Clapp of Salem, George Z. Silsbee of Salem, Edward A. Silsbee of Salem, and the children of John B. Silsbee, of Salem, deceased, viz., Emily F. Lawrence, wife of Amory A. Lawrence of Boston, and Arthur Boardman Silsbee, Martha Silsbee, and Thomas Silsbee, minors, of Beverly.

John Boardman Silsbee.

The second son of Zachariah Fowle and Sarah (Boardman) Silsbee was named John Boardman, thus carrying down in the family the maternal name. He was born April 10th, 1813, in Salem, and lived with his parents at 11 Pleasant Street. His early education was obtained in Salem, after which he attended Harvard College, graduating in 1832. He also followed the sea, and in company with such well-known citizens as John Bertram, Michael W. Shepard, James B. Curwen, and others, owned the barques "Iosco," "Said Ben Sultan," "Argentine," "Storm King," "Emily Wilder," "Elizabeth Hall" and the "Cum-

berland," also the ships "Caroline Augusta," "Sooloo," "Mary Frances," "Mason," "Pickering Dodge" and "Stephen Phillips," besides the brig "Susan." John B. Silsbee was the sole owner of the bark "Henry Ewbank," which was registered in Boston in 1841. He was at one time supercargo to the East Indies, then became master of the barque "Malay," in 1836, which was altered from a brig and sailed to Sumatra, returning to Salem with a cargo of pepper. Severe gales were encountered during the voyage, but a safe return was effected and a satisfactory disposition made of the cargo.

John Boardman Silsbee and Martha Mansfield, daughter of Michael and Harriet Shepard, were married on May 10th, 1849, in Salem, and occupied the house Mr. Silsbee built at Number 6 North Street. Here he lived for a number of years, and then purchased the Pickman house on the corner of Pickering and Chestnut Streets, where he died April 1st, 1867. Of this union were born four children, the eldest being Emily Fairfax, born June 7th, 1850, who married Amory A. Lawrence on June 1st, 1871. The other children were Arthur Boardman, born Jan. 19th, 1854; Martha, born Nov. 4th, 1859, and Thomas, born Oct. 10, 1863.

From 1853 to 1855, the Salem Directory tells us that John B. Silsbee was one of a committee in Ward 4 for the Salem Provident Association, and about the same time was a director of the Essex Railroad, running from Salem to Lawrence. Mr. Silsbee's business as merchant was conducted principally in Salem, although he is called "of Boston" in the ownership of several vessels. In 1850 he was at Union Wharf, Salem. Afterwards he removed to Central Wharf, where he was located until 1864, removing then to offices at 22 Asiatic Building. He inherited the public spirit of his forbears and was at all times interested in the welfare of his native city, holding offices of trust and honor. His will was made March 28, 1867, and is recorded in the Essex County Probate Files at Salem, the witnesses being John H. Silsbee, George H. Allen and Lucy M. Maloon. The testator made his mark, as he was too feeble to sign at the time.

From an old Invoice book, now (1924) in possession of the Essex Institute, it is gathered that the following vessels of which John Boardman Silsbee was part owner, carried cargoes and insurance thus:

Bark Iosco on Feb. 18, 1852, sailed from Salem for Zanzibar, carrying sheetings, shirtings, drills, long cloth, jeans, soap, candles, flour and bread, and cargo was insured for $47,375.00 in 6 different companies.

Bark Elizabeth Hall sailed for Zanzibar March 13, 1852, with similar cargo insured for $50,000.

Bark Said Bin Sultan sailed for Zanzibar June 13, 1852, with similar cargo, insured for $53,000.

Bark Emily Wilder sailed for Zanzibar Aug. 23, 1852, with similar cargo, and in addition carried Brass Wire, Tar, Almond and Lemon Syrups, Duck, G. Snaps and Varnish. Insured for $63,000.

Bark Peacock sailed Sept. 30, 1853, for Zanzibar with like cargo insured for $50,000, arriving at Zanzibar Jan. 23, 1854.

Bark Storm King sailed for Zanzibar via Majanga, Nos-Bek and Tamatave on Jan. 18, 1856, with cargo insured for $69,500.

SILSBEE VESSELS REGISTERED IN SALEM AND BOSTON

The following list of vessels owned or commanded by Nathaniel, Z. F., and John B. Silsbee is as nearly complete as is possible to make it, being gathered from the Salem and Boston Ship Registers:

Borneo.

Ship. 297 tons. Built at Salem, 1831, by Elias Jenks and Ichabod Hoyt for the Messrs. Silsbee. Registered, Dec. 2, 1831.

Owners, 1831.

William Silsbee	Dudley L. Pickman
Zach. F. Silsbee	Nath. Silsbee
Robert Stone	Nath. Silsbee, Jr.

James D. Gillis, Master.

Registered June 2, 1834.
Owners, 1834.

Benj. H. Silsbee	Dudley L. Pickman
Zach. F. Silsbee	Nath. Silsbee
Robert Stone	Nath. Silsbee, Jr.

John Nichols, Jr., Master.

Registered at Boston, Apr. 24, 1833.
Owners, 1833.
Same as above, and Charles Preston is Master.

Temporary Registration at Boston, Apr. 1, 1841, as a barque.

Owners, 1841.

Zach. F. Silsbee Nath. Silsbee
Nath. F. Silsbee Robert Stone Dudley L. Pickman

Charles S. Huntington, Master.

(To be continued)

BARK "DRAGON"

SALEM VESSELS AND THEIR VOYAGES.

By George Granville Putnam.

(*Continued from Volume LXI, page* 96.)

A history of Captain Luscomb was given when he was master of the barques *Glide* and *Taria Topan,* and the ship *Mindoro.*

Ninth Voyage.—June 16, 1888, sailed from Boston, Capt. S. P. Bray, for Iloilo and Manila with 34,000 cases oil, returned to New York with 7500 bales hemp, arriving June 16, 1889. Absent twelve months.

Tenth Voyage.—July 19, 1889, sailed from New York, Capt. S. P. Bray, for Iloilo and Manila with 35,000 cases oil and after discharging part of her cargo at Iloilo she proceeded to Manila with the balance. On July 15, 1890, she sailed from Manila for Iloilo in tow of the steamer "Taurus." On July 12th she went ashore on the Island of Simara. On 14th the ship was abandoned, and Captain Bray took steamer and proceeded to Manila. The wreck was sold at auction at Manila as she lay on the reef for $516. Some time after the purchaser succeeded in getting the wreck off the reef and towed back to Manila; was caught in a typhoon there, driven ashore and went to pieces.

Frederick William Cleaveland.

The mate of the *Panay* at the time of the wreck was Frederick William Cleaveland. He had been in the ship from 1878 to 1890, starting with the second voyage of the *Panay.* Mr. Cleaveland was a thorough sailor and an excellent officer. He began his sea life, "before the mast," in 1876, in the barque *Hannah W. Dudley,* on a voyage between New York and Australia. He next sailed in the ship *Samar* and then in the *Panay.* He was sent to Scotland, where he superintended the building of the iron barque *Charles Brewer,* which was commanded by Captain Newell. Mr. Cleaveland's last vessel was the big

ship *Shenandoah,* of which he was first officer six years, after which he retired. He was born in Poughkeepsie, N.Y., in 1857, but his home town is now Norwich, Conn.

BARQUE DRAGON.

A Salem vessel that achieved considerable prominence in her short life of eight years, because of her reputation for fast sailing, was the little, handsome barque *Dragon.* She was built in Newbury in 1850, and registered 280 tons. When new, she was bought by Williams & Daland of Boston, the senior member of the firm being Hon. Henry L. Williams, who was born in this city, and in 1874 and 1875 was mayor of Salem.

The *Dragon* sailed on her first voyage on April 10, 1850, from Boston for Buenos Ayres. Her commander was Capt. Samuel Hutchinson, who began his sea life as a member of the crew of the famous Salem privateer *America,* which he followed by a voyage on the Salem school ship *George,* between Salem and Calcutta. He was the father of Capt. Samuel Hutchinson, Jr., also a shipmaster. The *Dragon* made the passage to Buenos Ayres in 61 days. She came back to Boston in 46 days, and completed the round voyage, including detention at Buenos Ayres, in the fine time of three months and eighteen days.

Capt. Nathaniel Andrew.

On the next voyage, under command of Capt. Nathaniel Andrew of Salem, she sailed from Boston, September 10, 1850, for Buenos Ayres; arrived there November 1, 1850, and arrived home January 2, 1851. Another voyage between Boston and Buenos Ayres was made under Captain Andrew, and that finished her South American trade.

The vessel's owners then placed her in the China trade, and on October 28, 1851, under Captain Andrew, she sailed from Boston, and arrived at Whampoa February 27, 1852. She went to Hong Kong, Amoy, San Francisco, Hong Kong, Canton, Whampoa, Cumsing-moon, China,

Canton, and home to New York. The ownership of Williams & Daland ceased at the end of this voyage, and Captain Andrew did not again sail her.

Captain Andrew continued to follow the sea, however, and his passing from earth on January 20, 1864, at the age of 51 years, was one of the tragedies of the sea which have been too common in the households and families of Salem. In command of the ship *Elvira,* he sailed from Calcutta for Boston, with a valuable cargo. The vessel experienced a severe hurricane in the Bay of Bengal, and on January 3, 1864, in latitude 3 North, while lying to, a spare topmast broke adrift and damaged the bulwarks and houses, breaking the stanchions and causing other loss. The vessel was under bare poles, with her sail in the water, and continually listing more and more, so that the masts had to be cut away to ease her. She was eventually got before the wind, but she rolled so badly and shipped so much water that everything was swept overboard. In the meantime, she was settling fast, and to avoid being taken down in her, the crew took to the top of the deck-houses, which were washed overboard, for safety. Captain Andrew and the mate, as they were not seen afterwards, were lost. Eleven men on the first day were still on the house, but before night five of them either died or were drowned. On the fourth day two men died, and on the fifth another died, leaving only William M. Palmer, second mate, of Southwick Mass; George D. Blake, of Hyannis, third mate, and James Anderson, seaman, of Hamburg, and these, of a crew of twenty-five all told, alone were saved. On January 27, the French barque *Clair,* of Havre, fell in with the survivors and took them off from the top of the deck-house, which, as before stated, was detached from the vessel when she went down. They were kindly treated and landed at Point de Galle, Ceylon. The *Elvira* was a fine ship of 1138 tons, built at Boston in 1855, and was owned by William F. Weld & Co. The vessel and cargo were largely insured in New York and Boston. Captain Andrew left a family in Salem. He joined the Salem Marine Society, June 1, 1844.

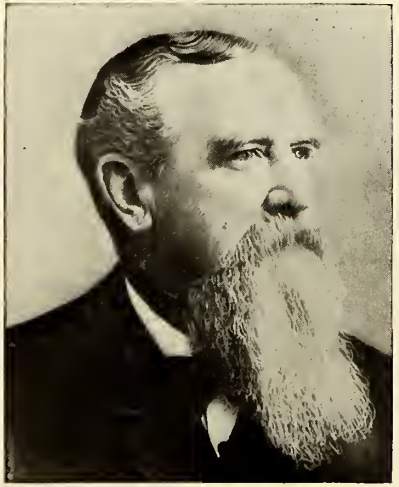
On the return of the *Dragon* from this long voyage to China, San Francisco, and other ports, she was purchased by Salem merchants, and her registers at the Salem Custom House read:

Dragon—Bank, 289 tons, Newbury, 1850. Reg. February 14, 1854—Benjamin A. West, James Chamberlain, Samuel West, Thomas C. Dunn, owners, Thomas C. Dunn, master. Reg. December 14, 1858, Benjamin A. West, James Chamberlain, David Moore, Samuel West, Edward Brown, William Graves, last named of Newburyport, owners, William McFarland, master. (Lost off Zanzibar.)

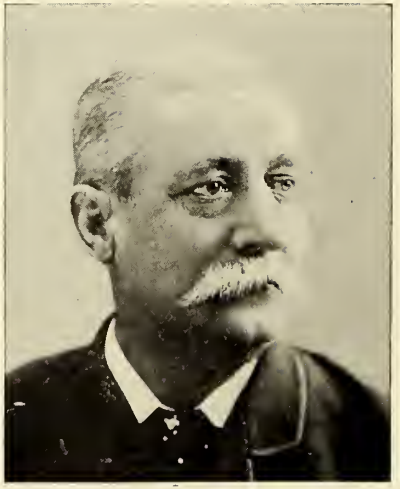
Capt. Thomas C. Dunn.

Capt. Thomas C. Dunn, the new commander of the *Dragon,* was born in Salem, the son of Thomas C. and Mary A. (Hutchinson) Dunn, and he died in Appleton, Wisconsin, May 9, 1910, in his 82d year. He was educated in the public schools, and when 21 years of age, Benjamin A. West, owner of the barque *Pilot,* made him master of the vessel and sent her on a voyage to the Feejee Islands, and he next commanded Mr. West's barque *Dragon.* In the latter he made the quickest passage between Salem and New Zealand on record, sailing 16,770 miles in 85 days. He had a wonderful experience while in the Feejee trade, while trading with the South Sea Islanders, as narrated in the letter of George W. Crossette, printed in this sketch of Captain Dunn. Captain Dunn continued in the merchant service until nearly the breaking out of the Civil War. He then shipped in the United States Navy, served four years, and part of the time commanded a gunboat. After the war he engaged in business in the South and New York, and three years before his death he went to live with his son Elmer E. Dunn, in Appleton.

The *Dragon,* under command of Capt. Thomas C. Dunn, sailed on her first voyage for Benjamin A West, for the Feejee Islands and ports in the South Pacific Ocean. Captain Dunn had made two previous voyages to these same islands in the barque *Pilot,* sailing from Salem in



CAPT. BENJAMIN P. CLOUGH



CAPT. CHARLES H. TIBBETS

1851, and on April 24, 1852. From there the *Pilot* went to Manila, and on the way home to Salem, put into Batavia leaking badly, and was condemned.

The *Dragon* sailed from Salem, February 22, 1854, and as the story of that voyage has been so well told by George W. Crossette, in the Appleton, Wis., Evening Crescent of April 30, 1910, it is here submitted:

The sole survivor of the crew of the *Dragon* was, a few months ago, George W. Crossett of Appleton, Wis. He contributed the following story to the Appleton Crescent:

"A pair of wings just put on exhibit in the reading room of the Appleton Public Library is a positive proof that there are flying-fish, for the wings were those of one of several flying-fish which fell onto the deck of the barque *Dragon,* Capt. Thomas C. Dunn, commanding, in the South Pacific Ocean, on a moonlight night in the year 1855.

"These facts are attested in the log book of the *Dragon,* kept by George W. Crossette, then sailing before the mast on his first voyage, now a man 71 years old, living in Cleveland, Ohio, having been pensioned after 40 years' service as cashier of the Lake Shore & Michigan Southern Railroad system. After his first voyage the sailor boy didn't see his captain again, but last summer he learned of Captain Dunn's address and a correspondence began, the result of which is the donation of the flying-fish wings to the Appleton Library, and many pleasant reminiscences on the part of these two old sailors.

"On this notable voyage the *Dragon* started from the old shipping town of Salem, Mass., on Feb. 22, 1854, and returned to Salem in 1856. On the 20th day out the equator was crossed, beating the record of the famous clipper, *Witch of the Wave,* by one day. The 69th day out Bass Straits, off Port Phillip Heads, the port of Melbourne, Australia, was reached, this being the fastest time on record of any English or American sailing vessel. An English ship got nearest to the *Dragon's* record by making the trip in 72 days.

"Captain Dunn's barque went to the Feejee Islands, and repeatedly to Sidney, Australia, then back to the Feejee

Islands, also to New Caledonia and to Shanghai, China. The Feejee islanders were savage cannibals at that time, the missionaries just having begun their work and having as yet been unable to eradicate the taste for human flesh from among their naked charges.

"Feejee is the way the name of these South Pacific islands was spelled in the days when Captain Dunn commanded the *Dragon,* and the modern spelling, Fiji, was not adopted generally until long afterwards, when the English took possession of the islands.

"One incident on this eventful voyage occurred at New Caledonia, now a French colony. One day a party of natives came aboard the *Dragon.* Towards nightfall the leader, a petty chief, objected to leaving the bark. Capt. Dunn feared that he would cause mischief if he remained on board during the night, so he forced the savage overboard. The next day a French priest visited the ship on behalf of the chief to protest against what the native called mistreatment, and the ship's crew, gone in little boats after fresh water, was attacked by the savages and forced to abandon the casks and flee to the ship.

"On this voyage, in latitude 50 in the South Atlantic, an iceberg 120 feet high was sighted, and many other interesting incidents during the two years' sailing are recorded in Mr. Crossette's log.

On a voyage previous to this one, Captain Dunn and his crew had an encounter with the natives of one of the Feejee Islands. Vessels sailing the South Pacific in those days always were well armed. The *Dragon* had four 12-pounder carronades mounted on the deck and each sailor wore small arms aplenty, for the savages had captured and murdered the crews of several vessels which fell into their hands.

Captain Dunn's ship was lying off a small island whose chief was at war with the natives on a larger island three-quarters of a mile away. While the men of the smaller island were gathering bi dico de mer, or slug of the sea, on the coral reefs, leaving the old men and women in the village, the hostile natives descended upon the village and set it afire and began to slaughter the inhabitants. Now

the natives of the smaller island were gathering the bi dico de mer for Captain Dunn, and besides, some members of the crew were on shore, drying the sea-slug, so he took an interest in the fight to protect his crew and property. He ordered the guns to be fired, and drove the attacking natives away. The chief of the small island was wounded and died an hour after being brought aboard the ship for treatment.

"The enemy was in strong force, having about 30 big war canoes, in each of which sat about 40 warriors. They retired to the main island and all day long the sailors could see their savage pandemonium, as they cut up the bodies of their captives, cooked them, and held a cannibal feast. They approached as near as they dared to the *Dragon,* and called the white men vile names, and told how they would capture them and eat their flesh.

"Captain Dunn prepared for the attack he expected. He was at anchor, and in that position an easy prey; so he got under way. In the afternoon the savage fleet came out and scornfully declared that the whites were cowards and were running away from them. When the ship was turned towards them, they fired, but their old Springfield muskets were almost useless in their hands, for they would turn their faces away from the gun when firing. The *Dragon's* starboard guns were turned upon the savages and a volley of grape-shot, spikes and bits of iron and chain sent at them. But there were canoes full of warriors on the port side, and to get at them the vessel had to be swung around, which was ticklish businss on account of the many coral reefs, and if the *Dragon* had failed to come around properly and got stuck on a reef, the natives in overwhelming force would have boarded the bark and carried out their threat of killing and eating the captain and crew. As it was, the *Dragon* swung around all right, and the savages were routed with a heavy loss of life and canoes. Afterwards Captain Dunn learned that his guns had killed 80 savages. It was necessary to make the attack on the natives to uphold the prestige of the white man in the Southern Pacific, and if this had not been

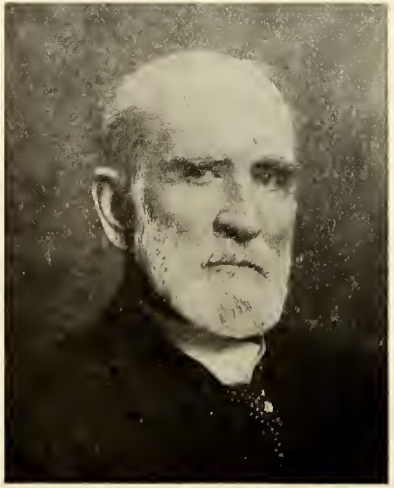
done, the savages would think the white men were afraid of them and would become more bold and murderous.

"Captain Dunn cherished a deep admiration for a young American lad who sailed with him before the mast on this voyage. During the fight with the natives, when their shots were harmless because they were fired from an angle that sent them over the sailors' heads, the only man exposed was the helmsman, who became frightened and forsook his post. At such a time, when the safety of the vessel depended upon keeping off of the reefs, Captain Dunn's first thought was of the wheel, and he himself ran to take the frightened helmsman's place. The little sailor boy came running up to him and said 'Captain, let me take care of the wheel; the bullets might hit you."

"This young hero died soon afterwards of the cholera, in Manila, aged 15 years. Captain Dunn told his story to the other ship captains at that port, and all the British and American captains in their carriages attended the lad's funeral.

"Captain Dunn sailed the high seas for 16 years, meeting with such adventures as came only to the men on the old sailing vessels, before the big steamships robbed ocean voyages of much of their perils. After he had demonstrated to the hostile Feejee islanders that the white man was not afraid of them and could protect himself, no more ships were captured by them, and cannibalism, at least so far as Europeans and Americans were the victims, died out of the islands.

"As to the fiying-fish, the average size of one can be quite accurately determined by adding one-half to the width of the wings in the library, from tip to tip. These fish have fins like other fish, the wings serving only to hold them up in the air for a short time. Often a school numbering thousands of flying fish will fly up from the surface of the ocean, skipping above the water much like a flat stone thrown by a person almost on a level with the surface. That they really fly, and fly quite high at times, is proven by the fact that the fish whose wings are now in the library flew high enough to fall above the ship's bulwarks."



CAPT. THOMAS C. DUNN

CAPT. SAMUEL HUTCHINSON

The vessel arrived in Salem harbor Sept. 4, 1856, and when she came to anchor she fired a gun. There was a large military encampment on Winter Island at that time. The *Dragon* brought a full cargo of hemp to Benjamin A. West, her owner, who was the father of Arthur W. West of Salem. The vessel sailed from Manila April 25, Batavia May 27, and St. Helena July 21.

In the marine column of the Salem Register of Sept. 18, 1856, is the following, under the head of "Notice to Mariners":

"Captain Dunn of the barque *Dragon* of Salem, reports that on the passage from Feejee Islands for Shanghai, Sept. 12, 1855, he saw an island not laid down on the chart, northward, distant about five miles; got good observation and made its position latitude 8 degrees 20 minutes north, longitude 167 degrees 46 minutes east, by chronometer. It is a small sand island with low bushes, six miles in circumference, contains a few inhabitants, is surrounded by a coral reef about one-quarter mile from shore, and can be seen 15 miles from the ship's masthead. The same afternoon saw the Michaleff group to the northward, as laid down on the chart. The Island of Vitos or Turtle Island, to the southwest of the Feejee group, has a large reef to the southwest, extending five miles from the land. It is quite dangerous, being in the track of vessels from San Francisco for Sydney, N. S. W. The *Dragon* made the passage from Salem to the Feejee Islands, a distance of 16,770 miles, in 85 days, the quickest on record."

As recorded in the crew list of the vessel, on file at the Salem Custom House, the following composed the members of the barque's company, with their places of residence: Thomas C. Dunn, master, Salem; Alexander Green, Salem, mate; James Cross, Lynn, second mate; John Smith, Lucius Rice, Charles Williams, George Mills, E. C. Quackenbush and Robert Smith, seamen, no residence given; Patrick Berry, Salem, and George W. Crossett, Springfield, Mass., boys; John H. Fortine, Portland, cook and steward.

Alexander Green, mate, became a shipmaster, sailed

in the East Coast of Africa trade, and died while in command of the barque *Essex,* of Salem.

The *Dragon* sailed again for the Feejee Islands, under command of Captain Dunn, December 5, 1856. From the Feejee Islands she went up to Manila, and loaded there for home. She arrived at Salem, July 16, 1858. She sailed from Manila March 4, passed Anjier April 17, and St. Helena June 1, with a cargo of hemp for Benjamin A. West. Miss Lucretia Riley of Dover, N. H., was a passenger.

List of crew of barque *Dragon of* Salem, Capt. Thomas C. Dunn, master, bound for Feejee Islands, returned at Salem Custom House, July 17, 1858, when she arrived home in Salem: Edward Miller, Salem, mate; Benjamin Dimond, Salem, second mate; John Francis, not given; James Smith, New London, Ct.; Edward Coffin, Beverly; Charles Baizley, New York; George Foster, Lynn; Louis Gizare, Hiraline; Simon P. Humphrey, 17, Salem; Ezra D. Kimball, Danvers, 18; Samuel Harkins and Alley Haskin, residence not given.

On her next voyage, Mr. West sent the *Dragon* from Salem, December 23, 1858, under command of Captain William McFarland, to Zanzibar. From there she went to Aden, loaded some cargo, and arrived back at Zanzibar, August 24, 1859, to finish loading for Salem. She sailed August 31, 1859, and when 14½ hours out, struck on Tom Shoal, 40 miles south of Zanzibar, and remained three days thumping heavily. She was hauled off and towed back to Zanzibar by the British Ship-of-war *Clive.* The *Dragon's* keel was broken, sternpost started, and she was otherwise so badly damaged that she was condemned. The *Clive* was awarded $3,200 salvage.

A part of her figurehead, which was the head and neck of a dragon, was taken from the wreck, and it was picked up at sea by Capt. William B. Bates. Captain Bates's son, Atkins H. Bates, presented it some years ago to Arthur W. West, son of Benjamin A. West, the owner of the *Dragon.* Mr. West prizes it highly as a valuable relic, and it hangs with a picture of the *Dragon* in Mr. West's house, 12 Chestnut street, Salem.

The reader will note that Mr. Crossett tells of a battle that Captain Dunn had "in the *Dragon* on a previous voyage." That is undoubtedly an error, for Captain Dunn had not sailed the *Dragon* before the trip on which Mr. Crossett was boy. The vessel was unquestionably the barque *Pilot,* owned by Mr. West, to which Captain Dunn referred in relating the story of " a previous voyage."

Capt. Charles H. Allen, Jr., was mate of the *Pilot,* and he used to relate the story of the affair. He said that a war was raging between two native tribes, and that the master and crew of the *Pilot* were on friendly terms with the victors, but had to defend themselves from the vanquished while the battle raged. After it was over, Capt. Dunn and Mr. Allen were invited to a feast, but as it was human flesh, the bodies of the slain, they turned down the invitation, as such a dish was not at all to their liking.

The crew of the *Pilot* on that voyage, according to the roll on file at the Salem Custom House, were: Thomas C. Dunn, master; Charles H. Allen, Jr., mate; second mate, James (x—his mark) Lancaster; able seamen, Joseph S. Foster, James B. Boswell, Malden, and Samuel Ball; ordinary seamen, William Galbraith, George Clark, John M. Adams and James Fogg; cook and steward, Henry Smith.

The mate's wages were $25 a month; the second mate's, $15; the able seamen's, $12; the ordinary seamen's, $5; and the cook and steward's, $17.

On the next voyage the *Pilot,* Captain Dunn in command, sailed from Salem, April 24, 1852, for Pacific ports. She arrived at the Feejee Islands all right, and from there went up to Manila, arriving there April 26, 1853. She loaded a full cargo for the Wests, and sailed for Salem. On the way down to Batavia, she sprang a leak and put into that port and was condemned previous to July 9, 1853. It is a pity that there is no roll of the crew at the Custom House in Salem. No lives were lost.

The following is the register of the barque *Pilot* on file at the Salem Custom House:

Pilot, barque, 199 tons, Marshfield, 1837. Reg. Oct.

16, 1846. James Chamberlain, Samuel Chamberlain, George West, J. A. West and B. A. West, Benjamin Cox, owners; Joseph Hartwell, master. Reg. Jan. 26, 1849, George West, David Moore, John G. Waters, Samuel Chamberlain and son, Benjamin A. West, John A. West, owners; George F. White, master. Reg. June 15, 1850, George West, George West and Brothers, John G. Waters, S. Chamberlain & Son, John W. Goodridge, owners; J. W. Goodridge, master. Reg. April 24, 1852, George West, Benjamin West, John A. West, James Chamberlain, owners; Thomas C. Dunn, master.

THE CLIPPER SHIP HIGHLANDER.

The *Highlander* was built in East Boston in 1869, by Samuel Hall, who built the famous clipper ship *Gamecock,* and of whom it was said that "he never built a poor ship," and "who shared with Donald McKay the honor of being the greatest shipbuilder of his time," said the late Captain Arthur H. Clark. She was sold to Benjamin W. Stone & Brothers, of Salem, in February of that year. She was a fine vessel of 1,352 tons register, well built of good materials, and rated A-1 for nine years at French Lloyds. Capt. John Devereux, of American Lloyds register, always spoke in very high terms of her. From Boston the ship proceeded to New York to load for San Francisco.

The New York Herald said of her: "The new clipper ship *Highlander,* now loading for San Francisco at Pier 11, East River, is well deserving of the attention of all those interested in the growth and prosperity of our shipping. She was built by Samuel Hall, Esq., one of the most successful builders of clipper ships in this country, and her entire construction evinces a thorough knowledge of the requirements of the present day, the models now being constructed having for aim capacity as well as speed, and the *Highlander* combines these two qualities in an eminent degree. Our space does not permit us to go into all the minute details of her construction, but an inspec-

SHIP "HIGHLANDER"

tion of her by those of our readers conversant with marine architecture will well repay them, as we consider her one of the finest models of modern improvement in shipbuilding that we have seen for a long time. She is 191 feet long, 38 feet 6 inches breadth of beam, and 23 feet 10 inches depth of hold. She is owned by Messrs. Benjamin W. Stone & Brothers of Salem, Mass."

The *Highlander,* on her first voyage, sailed from New York, April 22, 1869, Samuel J. Foster of Beverly, master, and arrived at San Francisco, August 30, 130 days passage,—good time for a new vessel. From San Francisco Captain Foster sailed her to Liverpool, where she arrived February 25, 1870, in 145 days passage. From Liverpool the ship sailed March 27 for Singapore, and from there proceeded to Hong Kong, where she arrived August 17. From Hong Kong the vessel went to Saigon, thence took a cargo to Yokohama, Japan, reaching there March 30. She sailed May 3 for Hong Kong, arrived and remained in port there until July 25, when she sailed for Manila to load a full cargo for New York. She sailed from Manila Jan. 28, 1872, and arrived at New York May 20, making a splendid passage of 113 days. The round voyage occupied three years, one month and twenty-eight days. Captain Foster did not go in her again.

Capt. Samuel J. Foster.

Capt. Samuel J. Foster was born in Beverly, and he died there July 16, 1902, aged 79 years. He was a man of splendid appearance and he had quite a long and varied experience at sea. He began life on the ocean wave when he was only 11 years of age, by going fishing on the Grand Banks. What would some of the youngsters say today, if they were compelled to do that? Later, he shipped on a vessel that plied between Rio Janeiro and the West Coast of Africa, and on one of her trips she was seized in Africa on suspicion of being a slaver, by the United States Government. In 1851 and 1852, Captain

Foster was mate of the ship *Siam,* owned by Tucker Daland of Salem, and commanded by Captain Ring, and from 1853 to 1856 he was mate of the ship *Syren,* Capt. Charles H. Allen, master. When Captain Allen retired, Captain Foster was placed in command of the ship and he made one voyage to San Francisco and Calcutta and another to Calcutta. During the Rebellion he was master of the ship *Catherine,* most of the time being employed on the coast of China. His last command was the new ship *Highlander,* in 1869, as before recorded, completing her maiden voyage as master and then retiring from the sea. In civil life he was a public-spirited citizen, highly esteemed by all who knew him. Frederick W. C. Foster, of Beverly and Boston, a graduate of Harvard, tells me that it was an event in his boyhood life to which he looks back with the greatest pleasure, of having been aboard the *Highlander* in the nineties, with his father, when the ship was in Gloucester harbor with a cargo of salt. The ship was then flying the German flag, sad to relate.

Capt. William J. Chever.

Not to wander away from my subject, I would say that a gentleman contemporary with Captain Foster, was Capt. William J. Chever, who died in North Andover, Mass., July 11, 1892, a few days before Captain Foster passed away. A notice of Captain Chever will, therefore, not be out of place here. He was born in Salem, son of the late Capt. James W. Chever of privateer *America* fame. He sailed as a boy in the brig *Theodora,* owned by William Neal & Brothers of Salem, and also in the old ship *Brookline* of Salem, owned by Hon. Stephen C. Phillips and commanded by Captain Robinson, to Valparaiso, Manila and home in 1837 and 1838.

About 1846 or 1847, he took command of the ship *Eliza Ann,* owned by Stone, Silsbees & Pickman, and was master, in 1849 and 1850, of the new ship *Australia,* owned by the same firm, in which he continued two voyages. He next commanded the ship *Ocean Eagle,* and the ship *Hamlet,* both owned by N. W. Neal of Salem, and lastly had

charge, in 1861, of the barque *Magi,* owned by Tucker, Cooper & Co. He retired from the sea about 1883. Capt. Chever was, says my informant, one of the finest men who ever trod the deck of a ship, and a splendid representative of that class of shipmasters who gave old Salem a name high in the commercial annals of the world. He was the very soul of honor.

Captain Chever and Captain Foster were also contemporary with all of the famous old East India and China captains in their day, whose very names were familiar household words. Among them were Capt. Philip Dumaresque of the *Akbar* and the *Florence;* Capt. Nathaniel B. Palmer of the *Horatio* and the *Oriental;* Captain Nichols of the *John Q. Adams;* Capt. Charles H. Allen of the *St. Paul* and the *Shirley;* Capt. Robert ("Bob") Waterman of the *Sea Witch;* Capt. Josiah P. Creesy of the *Flying Cloud* and the *Oneida;* Capt. Charles Endicott of the *Virginia* and *Josiah Quincy;* Capt. John B. Fiske of the *Nightingale;* Capt. Charles Ranlett and Capt. Frederick I. Johnson of the *Surprise;* Captain McNicholl of the *Montauk;* Capt. Nathaniel J. Kinsman, Capt. Josiah Dudley and Capt. John Mullin of the *Sumatra;* Capt. William G. Nutting of the first ship *Sooloo;* and a hundred other names equally as prominent as masters of splendid ships in the era of that marvel of the seas, the American clipper ship, which for speed had no rival in the world.

Capt. Joseph W. Willcomb.

On her second voyage, Capt. Joseph W. Willcomb took command of the *Highlander.* She sailed from New York, Aug. 20, 1872, for San Francisco, and arrived there Feb. 4, 1873. Thence she went to Liverpool, and from there to King George's Sound, Australia, and then up to China. She traded there a long time. She sailed, Oct. 20, 1874, for San Francisco, and when a few days at sea the ship ran into a genuine typhoon, during which Captain Willcomb suffered a broken leg. The ship put back to Hong Kong to land the captain, after which she proceeded to San Francisco in charge of the mate, Charles H. Tibbets

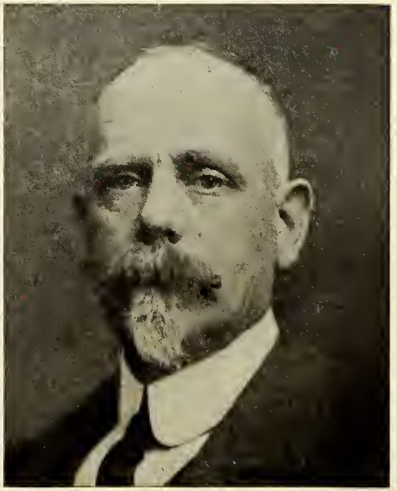
of Salem. At San Francisco, Captain Willcomb again joined her, and went to Hong Kong and Manila, and home to Boston. Captain Willcomb then retired from the sea.

Capt. Joseph W. Willcomb was born in Ipswich Oct. 12, 1827, coming of an old Ipswich family, and he died there July 13, 1892, after a long illness. At the age of 12 years he began a seafaring life. Before he was 30 years old he was master of a ship. He made his first voyage to sea in the ship *Hamilton,* commanded by Capt. William Henry Allen of Salem, on a voyage to Manila. He next sailed in the ship *Elizabeth,* Capt. J. Staniford Kimball, both of Salem, which left Salem April 6, 1849, for California and the gold fields. He sailed in the barque *Europa,* Capt. Samuel Hutchinson, Jr., of Salem, and as mate of the fine old ship *Malay* of Salem, owned by Stone, Silsbee & Pickman of Salem, and was promoted to commander of the ship in 1855. He continued as master of her until 1861. His next commands were the ship *Horatio Harris,* and the ship *Ocean Rover,* owned by Silsbees, Pickman & Allen, two voyages; then he sailed their ship *Shirley,* and lastly the *Highlander,* owned by Benjamin W. Stone and Brothers. He arrived in the last named at Boston, March 13, 1876. He then retired from a sea life, and resided until his death in Ipswich.

Capt. Charles H. Tibbets.

Capt. Charles H. Tibbets was born in Salem, July 12, 1840, the son of Henry H. and Mary Jane (Rust) Tibbets. He died in Salem, Aug. 19, 1895. He graduated from the old Phillips School, and next attended that excellent private school kept by William Leavitt, taking a full course of study in navigation. He first sailed in the employ of the late Capt. John Bertram, on voyages to the East Coast of Africa. He sailed as mate of several fine ships, and for some years was mate of the *Highlander.* After leaving the *Highlander* he took charge of the elegant ship *Centennial,* so named in honor of the Centennial year, 1876. He made a voyage in her from Liverpool to Hong Kong, Iloilo (Philippine Islands) and New York, making two of the fastest passages ever placed to her credit. He was next master of the ship *Sunrise,* two voyages; master

CAPT. SAMUEL J. FOSTER



ALBERT KNIGHT WOODBURY

of the ship *Southern Cross* one voyage, and lastly of the fine ship *Sea Witch* several voyages. He arrived home on October 19, 1894, and then gave up sea life. He was remarkably lucky and successful on all his voyages, always making good passages, and going and coming with the regularity of a steamer. He joined the Salem Marine Society in April, 1890. He was a member of Essex Lodge, A. F. & A. M., and other Masonic orders. He married Mary Eliza Putnam, the daughter of the late Capt. Perley Z. M. P. Putnam of Salem, and she made several voyages with him. She died a few years ago. Captain Tibbets joined the Salem Marine Society, March 1, 1878.

Capt. Samuel Hutchinson, Jr.

The *Highlander* sailed from Boston, Nov. 27, 1876, under command of Capt. Samuel Hutchinson, Jr., for Hong Kong. A large party of Salemites went down in her below Boston Light, and returned in the tug to Boston. The ship arrived at Hong Kong, May 12, 1877. From there she went to New York, arriving home November 30, 1878, having been absent two years, nine months and ten days.

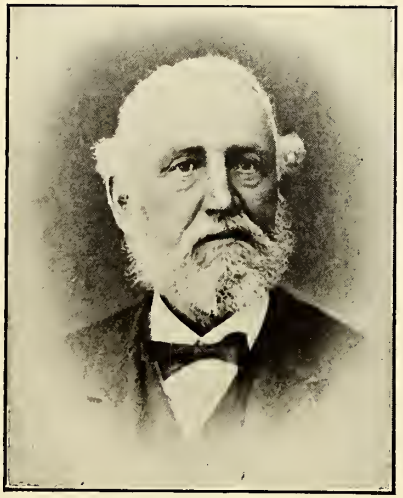
When the ship left on the latter voyage, Captain Hutchinson was master; Charles H. Tibbets, mate; W. Frank Powars, second mate, and Albert K. Woodbury, carpenter, all of Salem. Mr. Powars left the ship in Hong Kong and joined as mate the ship *Sumatra,* owned by the Stone Brothers, and went over to San Francisco, and Captain Hutchinson, Mr. Tibbets and Mr. Woodbury came home in her to New York.

When she sailed from New York in February, 1878, under Capt. Samuel Hutchinson, Jr., a few Salemites, besides Benjamin W. Stone, William Stone and Joseph Stone, were on the wharf to see her depart and to wish *bon voyage* to their friends on the ship. It was a splendid February morning. The tug towed her from the wharf to the stream, and as the ship swung around and headed for Sandy Hook and the open sea, she was a picture to behold,—"a painted ship on a painted ocean," as characterized by Coleridge in "The Ancient Mariner." The

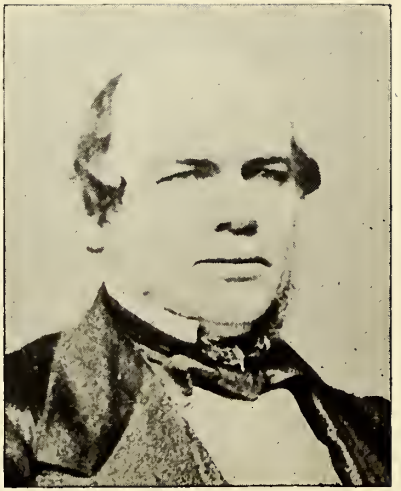
white sails, which had been loosened before she left the wharf, were being fast set, and the bright spars glistening in the sun, and the graceful hull as it floated on the water, formed a picture which the writer vividly retains to this day. As the ship was moving slowly, the American flag was dipped three times, and that caused an eye-witness to exclaim, "There goes a damned Yankee clipper." The writer and the others watched her as far as the eye could follow, and then returned to the big city. That was the last time the writer ever saw her, and he will always always remember her with pleasure.

A singular accident happened just before she sailed. A large sow with her litter of unborn pigs was brought down to the side of the ship. Six or eight men took hold of her legs, two others had their hands on her back, and they were endeavoring to get her up an incline and over the rail onto the ship's deck. Just as she reached the top of the rail she gave an extra effort to free herself. One of the hands of the men slipped over on her snout, and instantly the old sow's jaw snapped off the top of a finger, and the man ran screaming up the wharf in charge of a policeman, while the sow landed on the deck. A few days later, at sea, she gave birth to a fine litter of ten pigs.

Capt. Samuel Hutchinson, Jr., was born in Salem, February 23, 1823, the son of Capt. Samuel Hutchinson, who began sea life as a privateersman on the famous private armed ship *America* of Salem, and he afterwards sailed two voyages before the mast on the ship *George* of Salem, to Calcutta, when the ship was brand new. The son inherited his father's love for the sea, and after finishing his education in graduating from the old Salem English High School, October 15, 1842, he early went to sea. He became master of the barque *Europa,* ship *Malay,* ship *Derby,* and the new ship *Sonora,* before taking command of the *Highlander.* He died in Brookline, Nov. 13, 1892. He joined the Salem Marine Society August 27, 1857.



CAPT. NATHAN A. BACHELDER



CAPT. NATHANIEL ANDREW

Capt. Benjamin P. Clough.

The *Highlander* sailed on her next voyage, Jan. 15, 1881, for Hong Kong and a market, under command of Capt. Benjamin P. Clough. She arrived at Hong Kong June 4, after a fine passage of 139 days. She loaded there for San Francisco, and arrived there October 29, 1881. She remained there about four years, Captain Clough in charge. Finally, she was loaded for Hong Kong, and Capt. Nathan A. Batchelder of Salem came on to command her, and Captain Clough returned to Salem in poor health.

Capt. Benjamin P. Clough.

Capt. Benjamin P. Clough was born in Salem and educated in the public schools. He was early apprenticed to the crockery-ware trade, to William Bowditch, whom older citizens of Salem will readily recall. A love for the sea, being a member of a Salem sailor family, he shipped as cabin-boy, became a thorough seaman, working his way up to master. He sailed several voyages with his brother and was first officer of the old ships *Aurora* and *Augustine Heard.* He commanded the ships *Malay, Sumatra* and *Highlander,* all owned by Benjamin W. Stone & Brothers. The last two years he remained ashore he suffered from rheumatism and heart disease. He served in the volunteer United States Navy during the Civil War, and was a comrade of Post 34, G. A. R. He made twenty-one voyages around the world. He was 63 years of age, and he never married. Captain Clough died suddenly, Nov. 13, 1898, at his home on Curtis Street, of aneurism of the heart. He joined the Salem Marine Society June 2, 1875.

Capt. Nathan A. Bachelder.

The last commander of the *Highlander* was Captain Nathan A. Bachelder of Salem. He returned as master of the barque *Taria Topan* (named for a high-minded Hindu merchant), and owned by Capt. John Bertram, August 10, 1884. "I had been at home a few months

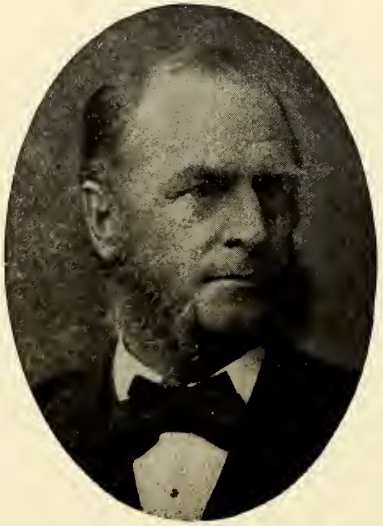
only, when," to use his own words, "William Stone called on me to take charge of his ship *Highlander*. As I had only forty-eight hours' notice, I was obliged to hurry matters. Leaving Salem for San Francisco, after a trip of six days across the continent, I found on arrival there the ship loaded with a cargo of flour. After shipping a crew, I sailed for Hong Kong. As the ship had been lying four years in San Francisco, her bottom was very foul. I arrived at Hong Kong after a passage of seventy-two days, and remained in that port eleven months. Then I sailed for Manila, loaded a cargo of hemp on owners' account, and arrived at New York after an absence of nineteen months. This was the last ship the Stone Brothers owned, and the last voyage they planned. And now this ends my sea life of forty-eight years, sailing more than 1,600,000 miles on the ocean, visiting many foreign ports, with no serious trouble at sea or on shore, and with a thankful heart I acknowledge a kind Providence specially directing and watching over me these many years." The foregoing was reported to the writer in a personal interview for publication in the Salem Evening News.

Captain Bachelder died in Salem, September 2, 1903. He was thirty-three years a member of the old Salem Marine Society. Leonard A. Bachelder, of Auckland, N. Z., is his son, and Misses Kate E., Mabelle and Minnehaha Bachelder, all of Salem, are his daughters.

A complete history of Capt. Bachelder's life is printed in the second series of "Salem Vessels and Their Voyages," published by the Essex Institute.

Figure-Head.

The *Highlander* had a magnificent figure-head of a Scottish Chief. It was 10 feet over all, and was a piece of superb carving and gilding. If one would like to have an idea of its size, he has but to step into the corridors of the Peabody Museum of Salem and see the splendid models that graced the ships *Grandee* and *Rembrandt*. The Highland Chief was dressed in his plaids and his kilts and under his arm was his bagpipe, while his fingers pressed the keys. I have thought many times how often



CAPT. SAMUEL HUTCHINSON, JR.

BENJAMIN A. WEST

his knees and his handsome face must have been washed by the heavy seas as the ship pitched into them. Certainly the figure-head was in keeping with the fine old ship itself, now gone to Davy Jones' locker. It is a pity that it could not have been removed when the ship was changed to a coal-barge, and have been preserved, with others, in the Peabody Museum in Salem.

End of Ship.

And that ended her connection with Salem. Her owners sold her to a German account, under which flag she sailed for some time. On one of her voyages she came to Gloucester with a load of salt, and many Salemites went down to see her. She was finally sold for a coal-barge, continued so for some time, but on the morning of September 11, 1902, while on the way to Providence, R. I., loaded with 2,000 tons of coal, and in tow of tug *Navigator,* the tremendous seas that broke heavily over her decks, caused her to strain, opened her seams, and caused her to leak badly. The *Enos Soule,* another old-time ship, was also in tow, and when it became evident that the *Highlander* was doomed, those on the tug-boat bent every effort to save those on the barge, and were successful. The disaster occurred one mile N.W. by N. of Fire Island light-ship. As her masts were sticking out of water after she sunk, the United States tug *Samoset* went and destroyed her, as she was a menace to navigation. And thus ended the life of the good old ship *Highlander* of Salem, than which no better vessel ever sailed the ocean blue.

Remarks on Her Sale.

When she was sold for foreign account, the New York Evening Sun of August 31, 1888, had the following article concerning her and her owners:

Sale of the Ship *Highlander.*

"The ship *Highlander,* 1286 tons, has at last been sold. For nearly two years she has been lying idle near the Wall Street ferry, where she has been regarded by the

dock-hands as a land, or rather, water-mark. The ancient ship was owned by the Stone family of Salem, Mass., the survivors of which are three bachelors, all over 70 years of age. The old gentlemen, who are worth many millions, have clung to the customs of their early days and live alone in state in their old homestead.

"They were great merchants in their day, but one by one their ships were lost or became unseaworthy, until eventually the *Highlander* was the last of their fleet. They hated to haul down their flag, and so the old ship has been lying at the Pierpont stores ever since her last voyage, under the loving care of two ancient mariners of Salem, who have divided the watches through many a stormy night. As one of the old sea-dogs received $3.00 per day to the other's $2.50, he appointed himself captain of the old ship, and conducted himself with becoming dignity.

"While the *Highlander* has been for sale, Mr. Stone, who regarded her as an heirloom of the family, set the prohibitive price of $30,000 on her. This figure was laughed at, for, until two months ago, ships equally as good were going begging at half the price, but the recent flurry in oil freights has greatly enhanced the value of appropriate shipping at this port. Many offers were made for the vessel through Scammell Brothers, the ship agents, and yesterday news came of her sale at the Stones' price, $30,000.

"The *Highlander* is 20 years old, but well seasoned and a good carrier. Several thousand dollars' worth of repairs will have to be put on her before the insurance people will take the risk, and the wharfage bill will amount to over $5,000. Once before, she lay three years in San Francisco harbor, awaiting orders.

"The *Highlander* has been on many trips for the old brothers, carrying their own cargoes. They would send her from here to China laden with dried apples, clothespins and Yankee notions, which were peddled out from port to port in the Celestial Empire. This disposed of, the captain would proceed to Manila in the Philippine Islands, where he would remain a year or so, perhaps,

awaiting orders from Salem. News would finally come, together with all necessary cash, at some favorable stage of the market. Then the captain would go ashore and buy a cargo of the best Manila hemp, about 8,000 bales, at the bottom rate for cash, and clap on all sail for New York.

"As soon as the *Highlander* would arrive, the Stones stored the cargo, set their own price and would not sell until the market reached their figure, sometimes having to wait as long as four years. These large blocks of hemp were usually a thorn in the sides of the regular hemp men, and matters generally ended by their combining and buying lots at Stones' price. The last cargo, bought in 1886, remained in store until last June, when the hemp trust was forced to purchase it. The result was a profit to Stone of $5,000.

"The Stones are of the extinct type of old school merchants. Benjamin Stone, the oldest, at least 80 years of age, is the head and transacts all the business. He was on the *Highlander* when she arrived on her last voyage, and many gazed at the old patriarch who used snuff and dressed in the ancient beaver and swallow-tail coat. He used to wander around Wall Street at 7 o'clock in the morning and upbraid the merchants in their offices for the lax business hours of this generation. He was a great talker, replete with ancient anecdote.

"He lived at the Astor House, used to go to Brooklyn every morning, hand the watchmen a paper and an apple, ask how the ship was, and then return. When the duty on the last cargo of hemp was due, he insisted on going to the Custom House in person with the amount in gold, and made Mr. John Lund, the handsome but diminutive associate of William S. Daland, the hemp broker of Water Street, accompany him. He remarked to Lund, after matters were arranged, 'That in case we were attacked, you might holler.' "

The Firm of Stone, Silsbees, Pickman.

The ship *Mindoro* was owned by the firm of Stone, Silsbees, Pickman & Allen. In a sketch of Hon. Benja-

min H. Silsbee, published in "A Record of 50 Years of the Old Ladies Home of Salem," Hon. Robert S. Rantoul writes: "The well established commercial house of Stone, Pickman & Silsbees began active business in 1798, and lost, by the French spoliations of that year, the new brig *Alert,* for which loss, thanks to the imperious demands of Andrew Jackson, they recovered compensation a century later. They had no articles of co-partnership. It was merely an association of gentlemen who could trust one another. It had for members, in the course of its long career, Robert Stone, Senior, with his sons Benjamin W. and William Stone; Dudley Leavitt Pickman, his son, William W. Pickman, and his grandson Dudley Leavitt Pickman; Senator Nathaniel Silsbee and his son, Mayor Nathaniel Silsbee; the Senator's brothers, Zachariah F. and William Silsbee, with the son of the former, George Z. Silsbee, and the sons of the latter, Benjamin H. and John H. Silsbee; George Henry Allen and George T. Sanders. They had a counting-room on the corner of Derby and Charter streets until 1845, when they moved to the Manning Block, which took the place of the Sun Tavern in 1828, and there they remained until 1855, when they took rooms in the new Asiatic Building, and there they continued to occupy until 1892. The association finally dissolved in 1898." Their last office was in the Sears Building in Boston.

A nearly complete list of the ships owned by the firm, with their commanders, has been given the writer by Mr. George H. Allen, who speaks from memory, as follows. Mr. Allen is the sole survivor of the firm.

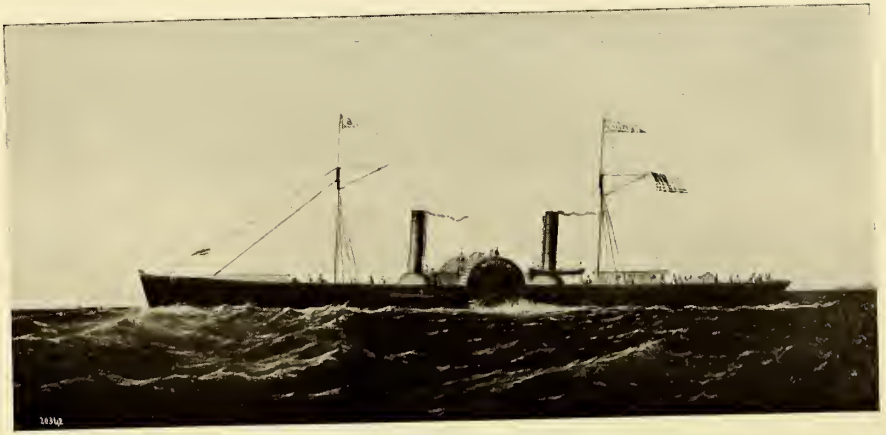
Ship *Aurora*—Captain, William H. Clough.

Ship *Sooloo* (the first)—Captains, Samuel Very and William G. Nutting.

Ship *Sooloo* (the second)—Captains, Charles H. Allen, Jr., Daniel H. Hutchinson, John H. Shatswell, Charles H. Allen, Jr., and W. Frank Powars.

Ship *Derby*—Captains, Samuel Hutchinson, Jr., Chas. H. Allen, Jr., and Samuel A. Lord.

(*To be continued*)



BLOCKADE RUNNER "JUPITER," FORMERLY A PASSENGER STEAMER ON RIVER CLYDE, SCOTLAND

From a lithograph in the F. B. C. Bradlee collection

BLOCKADE RUNNING DURING THE CIVIL WAR

And the Effect of Land and Water Transportation On the Confederacy.

By Francis B. C. Bradlee.

(*Continued from Volume LXI, page* 48.)

The better class of blockade runners obtained regular clearance papers from the local Confederate authorities, and for the cotton, naval stores, etc., taken out bonded themselves to bring in a certain amount of necessary supplies for the Confederate or State governments. Usually, however, the cargoes were private property and were retailed at exorbitant figures to the people of the interior. Some of the Confederate officials in Florida were guilty of peculation in the handling of government supplies through the blockade, disposing of a portion and pocketing the proceeds. There were also government employees who themselves engaged in blockade running, and then sold the stuff thus imported at high rates to the government whom they were supposed to serve.

Governor Milton of Florida condemned blockade running. He investigated the traffic and believed that while in a measure it relieved the pressure felt by the loss of Southern cotton, it also tended to lower the value of Confederate securities, took from the South much wealth, and demoralized the people.*

The different states of the Confederacy, especially North Carolina, became interested in cotton speculations. Its Governor, Vance, had bought 15,000 to 20,000 bales by the end of 1862. Much of this cotton reached Europe, where it was hypothecated and the proceeds were used in arming and equipping the North Carolina troops. It is a well known fact that the soldiers from this state were better clothed and shod than those from other parts of the Confederacy. The State of North Carolina also owned,

* The Civil War in Florida, by W. W. Davis, pp. 197-99.

wholly or in part, the well known blockade runner "A. D. Vance," a steel steamer, built on the Clyde by Caird and Co. in 1862, as the "Lord Clyde," measuring 236 feet long, 26 feet beam.After the "Vance's" capture by the United States fleet, she was purchased by the Navy Department in September, 1864. She was a larger and much more substantially built vessel than many of the other blockade runners. The Government renamed her the "Advance" and took her into the blockading fleet. After the war the "Advance's" name was changed to "Frolic," and she was stationed on the European squadron and on the South American station; she was finally sold when the unserviceable vessels of the Navy were disposed of in 1883.

Mention has been made previously of the blockade runner "Banshee I," the first steamer built of all steel. There were several other blockade runners constructed of the same material. Among these was the "Bat," turned out at the yard of Jones, Quiggins and Co., Liverpool, and measuring 230 feet long, 26 feet beam, with a loaded draft of 6 feet 6 inches. The motive power consisted of two oscillating engines, each having cylinders 52 inches in diameter, 4 feet stroke. This vessel was captured October 16th, 1864, with a cargo consisting mainly of machinery. She was purchased by the United States Navy Department, fitted with a light gun battery, and assigned to the blockading fleet. After the war the "Bat" was sold, entered the merchant service, and for several years ran in the coastwise trade as the "Teaser." This steamer, with several other ex-blockade runners, were subsequently altered into towboats for the lower Mississippi River.

The "Lilian," previously mentioned, was another steel vessel. She too was sold at the close of hostilities, placed in the merchant service in the Gulf of Mexico for a few years, and at a later period she was found as the "Cespedes" in a Cuban filibustering expedition, in company with the "Cuba," formerly the blockade runner "Lady Stirling," and the "Virginius," formerly the blockade runner "Virgin." She had been built on the Clyde in 1864 and was designed especially for a blockade runner. Her lines were most symmetrical and her engines remark-

ably powerful for her size, making the "Virgin" one of the swiftest vessels ever constructed up to that time. She had an eventful career in running the blockade and made several successful trips between Mobile and Havana. Finally she was shut up in Mobile Bay and used by the Confederate authorities as a dispatch and transport steamer between Mobile and Spanish Fort.

In 1873 the "Virginius" was commanded by Captain Joseph Fry, formerly a lieutenant in the United States and Confederate navies, and was captured in November of that year by the Spanish man-of-war "Tornado," taken to Santiago-de-Cuba, where, after a farcical trial, Fry and nearly all his crew were shot by the Spanish authorities. This act created a tremendous sensation in the United States and brought the two countries to the verge of war.

Fry had had a very gallant career in the Confederate Navy and was badly wounded while commanding the gunboat "Maurepas" in 1862, in a desperate fight with the Union fleet on the White River, Louisiana. When his health was sufficiently restored to admit of active service, Lieutenant Fry was, in 1863, placed in command of the blockade runner "Eugenie," belonging to the Confederate Government. Here he proved himself a skillful, daring commander, and met with remarkable success. On one occasion the "Eugenie," when coming into Wilmington loaded with gunpowder, ran aground on the bar outside of Fort Fisher, within range of the guns of the blockading squadron. From the fort, Fry was ordered to abandon his vessel, in order to save his crew from what was considered an inevitable explosion. Determined to save his ship or perish with her, he sent off in small boats all of the men who would go, and then remained at his post, with shells falling in the water all around him; lightened her, and with the tide carried her safely in,—a deed of cool gallantry not surpassed in the annals of war. He stood the chance of being blown up, without the excitement of battle to nerve him, for he had no armament with which to return the fire. To have made his escape to the adjacent coast would have been easy, and would have been obedience to orders; but he could not abandon his vessel

and her precious cargo, for munitions of war were then a pressing necessity to the Southern Confederacy.

In the spring of 1864, Lieutenant Fry was stationed for some time at St. Georges, Bermuda, as the government agent for the Confederate Navy; after which he was sent to Scotland to bring out a new blockade runner building on the Clyde, and which, in honor of her future commander's wife, was named the "Agnes E. Fry." A news item in the *Richmond Examiner* of October 8th, 1864, concerning this vessel says:

". . . A telegram from Wilmington advises that the fine steamer, 'A. E. Fry,' had returned to Bermuda, after four unsuccessful attempts to run through the blockade into the former port. The ship is owned partly by the firm of Crenshaw Brothers (of Richmond), in connection with the government, and is commanded by Captain Joseph Fry. We have not been informed of the circumstances, but are satisfied that the skill and good judgment of Captain Fry saved the ship from capture or destruction."

Many of the early steel-built blockade runners were so badly put together that wonder was often expressed that they ever lived to cross the Atlantic. The frames of these vessels were of such light material that their powerful engines strained their hulls very badly, especially when the steamers were put at top speed, as they often were when chased by some of the blockading fleet. They sometimes arrived at destination with the plating seams opened to such an extent that it was only with difficulty the pumps kept the craft afloat. The later blockade runners were mostly larger and better built of heavier material, with comparatively more engine power than those first constructed.

But few of the higher class of blockade runners fell into the hands of the United States fleet. The finest of this fleet was the "Colonel Lamb" (named for the commander of Fort Fisher), the property of the Confederate Government. This steamer was built by Jones, Quiggins and Co., of Liverpool, late in 1864, and was a paddle-wheel steamer of 281 feet long, 26 feet beam, 11 feet

depth of hold, fitted with two oscillating engines, and the hull divided by four watertight bulkheads. On her trial trip, in a two-hour run, she made 16¾ knots, or 19.3 miles per hour. The "Colonel Lamb" was without doubt the finest blockade runner ever constructed. Laird Brothers of Birkenhead built the machinery for her and for the "Owl" and the "Bat," all three belonging to the Confederate Government. Each steamer had two oscillating engines with cylinders 52 inches in diameter and 4 feet stroke, operated at a steam pressure of 30 pounds, then considered enormous.

Among the steel-built blockade runners that were captured, sold by order of the United States prize courts, and purchased by private individuals, were the following: the "Lucy," later in the coastwise trade, where she remained for three or four years; the "Tartar," formerly the "Wren," built by Laird Bros., was sent to the Gulf of Mexico, and ended her career as a towboat on the lower Mississippi River. Then came the "Savannah," formerly the "Hope," one of the larger type of vessels belonging to the Confederate Government; the "Palmyra," formerly the "Deer," and the "Zenobia," formerly the "Stag," large paddle steamers built at Newcastle-on-Tyne, England. They were subsequently bought by a Boston firm, who ran them from that port to the Gulf of Mexico, and afterwards to South America for a few years, where their record under the American flag closes.

An all-steel twin-screw propeller of 550 tons, the "Pelican," built at Hull, England, became a blockade runner and was afterwards in our coastwise service. It is a matter of great difficulty to trace the names of some of the blockade runners, as their owners often changed their vessels' names several times, so as to cover their identity in case of capture. In many cases the United States naval officers were unable to find any papers whatever showing the names or ownership of their prizes, or anything to identify the vessel, they having been thrown overboard when capture became imminent. In 1864 Laird Bros., Birkenhead, England, built four paddle-wheel steamers for blockade running, having frames and shell plating of

puddled steel, named the "Lark," "Wren" (previously mentioned), "Isabel," and "Penguin." The first two were each 211 feet long, 23 feet beam, 10½ feet depth of hold, and were fitted with oscillating engines of 120 nominal horsepower. The two last named were each 246 feet long, 30 feet beam, 13 feet depth of hold, and had the same type of machinery, developing 260 nominal horsepower.*

Through its Treasury Department, the Confederate Government started an opposition line of blockade runners of its own in 1863, composed of five steel paddle steamers similar to the "Banshee I,"—the "Venus," "Hebe," "Juno," and "Vesta." They brought in supplies necessary for the Confederate army and navy, and ran out cotton in bales to Nassau, to pay for supplies furnished; also, last but not least, dispatches from the Southern "Commissioners" residing abroad. Arrangements were also made by the Confederate Post Office Department for the carriage of their foreign mail.

These vessels were singularly unfortunate, or otherwise, for they all ran ashore on their first or second voyages. It was said at the time that they interfered with the business of the large trading companies, so called, whose fleets made up most of the blockade runners. It would appear that this was true, for most of the government-owned steamers of a later date were commanded by Confederate naval officers.

The flimsy fashion in which some of these steel vessels were constructed may be seen from the following report as to the condition of the U. S. S. "Bat" (a captured blockade runner), then a month or more in the navy, and but about nine months old: "I would again respectfully call your attention to her. Lying in the smooth water of the James River, she leaked 20 inches in 24 hours. By the settling of the deck amidships, the woodwork has encroached so much upon some of the working parts of

* *Nominal* horsepower is the result of an arbitrary rule, depending on the diameter of the cylinder and the length of the piston stroke. *Indicated* or *actual* horsepower is the power of the engines as shown by the indicator.

the machinery as to necessitate the cutting away of a portion of it. The tubes in the boilers have begun to give out. Twenty in one, and five in the other boiler, are now plugged. Those and other matters reported by the engineer in charge, have been referred to the fleet engineer. Her decks require thorough calking, some of the seams being nearly three-quarters of an inch wide, with nothing in them."

As further evidence of the frail structural work of many of these steel-built steamers, an English engineer of that period said: "There is no doubt that the blockade runner 'Lelia,' which went down off Llandudno last year (1865), with Mr. Thomas Miller, of Liverpool, on board, foundered because some of her steel plates giving way below the water-line. She was strongly framed, but, like all those boats, heavily engined, and her commander, in spite of proper precaution, pushed her ahead against a heavy sea, and thus the very power which would have carried a rigid iron vessel safely through the waves, became her destruction.

"The powerful engines almost forced the framework through the delicate steel shell, causing it to buckle and crumple and give way from the rivets, against the mighty pressure of the waves. Many shipbuilders say, at the present time, that the difficulty of obtaining one hundred or even fifty tons of steel of uniform quality throughout is a great hindrance in many instances to its adoption."

Other well known blockade runners were the "Lizzie" and the "City of Richmond." The former steamer plied principally between Havana and Galveston, Texas, and in order to get over the bar at that port she was constructed on a very light draft principle. She was built in 1864 by Henderson, Coulborn and Co. at Renfrew, near Glasgow, Scotland, her principal dimensions were: length 230 feet, beam 22 feet, depth of hold 9 feet, tonnage about 300 gross. The "Lizzie's" engines were on the diagonal, oscillating principle of 150 nominal horsepower, and on her trial trip she easily maintained a speed of 22 statute miles per hour, then considered unprecedented. The "City of Richmond" was owned by

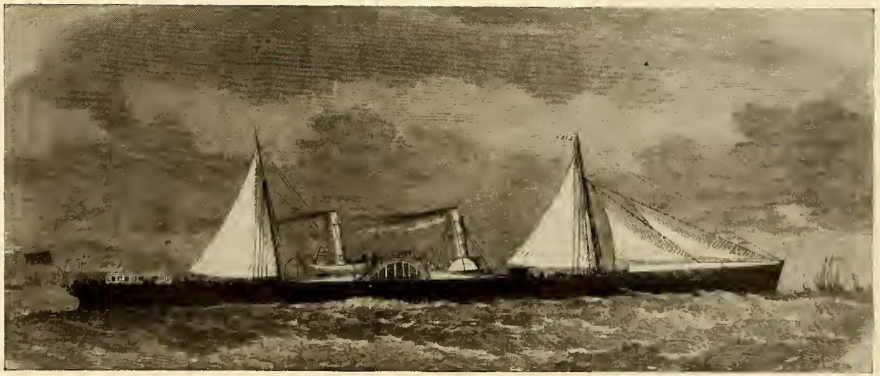
Crenshaw and Co. of Richmond, and in the early part of 1865 acted as tender off the coast of France to the Confederate sea-going ram "Stonewall." This man-of-war, it will be remembered, caused the greatest apprehension to the United States authorities, and had she been completed a few months sooner might have broken up the blockade at Wilmington.

Among the best known, if not the most prominent blockade-running captain, was Commander John Newland Maffitt, C. S. N. Like most of the Confederate naval officers, he had served in the old United States navy and his professional attainments were considered of the highest. In those days the Coast Survey service was conducted largely by officers of the navy, and Commander Maffitt had been employed in this branch of the service for many years.

In his "Naval History of the Civil War," Admiral David D. Porter, U. S. N., (p. 623) writes as follows of Maffitt:

"The 'Oreto,' of which Commander Maffitt had charge, was quite swift, but not so formidable a vessel as the '290,' or 'Alabama.' She—'the 'Oreto'—had left England unarmed, but with all the arrangements made to mount guns, and with all the appliances below to stow powder and shell. After a long trial at Nassau, she was released by the British authorities, and Maffitt again prepared to put her in fighting trim. This vessel was afterwards known as the 'Florida,' and though she did not equal the 'Alabama,' she made herself sufficiently famous to give the United States Government a great deal of trouble and cause it to put forth all its energies for her capture.

"Maffitt was a different kind of man from Semmes. A thorough master of his profession and possessed of all the qualities that make a favorite naval commander, he became a successful raider of the sea; but he made no enemies among those officers who had once known him and who now missed his genial humor in their messes. He was a veritable rover, but never inhuman to those whom the fortunes of war threw into his hands.



BLOCKADE RUNNER "LIZZIE" BUILT ON THE CLYDE IN 1864

From a sketch in the F. B. C. Bradlee collection

"After the 'Florida' was released from the Court at Nassau, Maffitt made arrangements to mount her guns and man her from the motley crew of sailors that floated about the town ready for any kind of work that might offer. . . . Soon after this, yellow fever broke out on his vessel, carrying off many of the small number of officers and men on board, so that Commander Maffitt determined as a desperate resource to attempt forcing the blockade at Mobile, there to recruit his crew and refit the 'Florida.' . . .

"During the whole war there was not a more exciting adventure than this escape of the 'Florida' into Mobile Bay. The gallant manner in which it was conducted excited great admiration, even among the men who were responsible for permitting it. We do not suppose there was ever a man who, under the attending circumstances, displayed more energy or bravery."

Commander Maffitt's connection with blockade running began in January, 1862, when he was ordered by Mr. Mallory, Confederate Secretary of the Navy, to take command of the steamer "Cecile," belonging to Frazier, Trenholm and Co. of Charleston. The resources of the Confederacy were totally inadequate to supply the increased military demands and this pressure occasioned deep anxiety and uneasiness to the Government at Richmond.

The "Cecile" and afterwards the "Gordon," formerly the "Nassau," commanded by Captain Maffitt,* made many successful runs through the blockade, bringing in arms, ammunition, clothing and other necessaries, thus materially helping to relieve a most alarming situation. Captain Maffitt continued in charge of these vessels until May, 1862, when he was placed in command of the steam-sloop "Florida," before mentioned.

Two years later, in 1864, the blockade of the Southern coast had become infinitely more strict and difficult to

* These and other particulars of Commander Maffitt's career are largely derived from the "Life and Services of John Newland Maffitt," by his widow, Emma M. Maffitt, Neale Pub. Co., Washington, 1906.

elude, and then it was that Captain Maffitt was again placed in charge of "runners" (having relinquished the command of the "Florida" by reason of ill health), and his later experiences deserve more than a passing notice.

He was put in command of the "Lilian," and Mr. Lawley, the correspondent of the London *Telegraph,* gave the following account of his experiences as a passenger on her first trip:

"We started (from Bermuda, June 1st, 1864), in the evening, almost abreast of the 'Florie'—which steamer was named for Captain Maffitt's daughter—our sister ship, with which we kept company until darkness fell. . . . We had got about 350 miles away from Bermuda, when Captain Maffitt's quick eye discerned a sail upon our port bow, enveloped in a dense canopy of smoke. . . . The vessel might very likely prove a trap to lure the 'Lilian' on to her destruction, but after carefully scrutinizing her through his glasses, Captain Maffitt came to the conclusion that she might be on fire. Time was ineffably precious to us, but after generously exclaiming, 'No luck can betide a vessel which leaves a comrade in distress at sea,' our humane captain ordered our course to be altered, and bore down upon the stranger. She was soon made out to be a Federal cruiser, emitting a dense white cloud with her Cumberland coal, and beating rapidly eastward in pursuit of another outward-bound delinquent. The 'Lilian's' helm was therefore changed and she resumed her original course.

". . . It will be readily imagined that during our third night out from Bermuda, going to bed was far from our thoughts. The night wore rapidly away; 2 o'clock, 3 o'clock, 3.30 came, but no eye peering through the thick gloom could descry the light on top of the mound at Fort Fisher. Then, as morning dawned, Capt. Maffitt stopped his engines and prepared to lay to for the day between the outer and inner cordon of blockaders. . . . From 4 in the morning until 1.30 P. M. we were unmolested. Then the tall masts of a big steamer, her immense paddle-wheels and lofty black hull, hove in sight from the direc-

tion of Wilmington, going at full speed, and by the keen eye on board of her the 'Lilian' was instantly descried. Before we could get up steam fully, our gigantic enemy drew uncomfortably near, and orders were given to have all the mail bags carried by the 'Lilian' made ready, in case of capture, to be dropped with weights attached to them in the all-devouring ocean. Several shots flew over our heads or dropped by our side, but going at such a pace it is not easy to hit a little vessel with projectiles fired from the unstable platform of a pursuer going fifteen knots an hour through a lumpy sea.

"Presently our beautiful little craft began to answer in earnest to the driving power within her. . . . As the pressure of steam ascended from fifteen pounds to twenty, from twenty to twenty-three, from twenty-three to twenty-six, and as the revolutions of the paddle-wheels mounted from twenty-six to twenty-eight, from twenty-eight to thirty-three per minute, the little vessel flew out to sea, swift as a startled duck. Before two and a half hours had passed, the hull of the big Yankee was invisible and her topgallant sails a mere speck on the distant horizon. As, however, she and doubtless others of her sisters lay between us and Wilmington, it became necessary to run around them. Our helm accordingly was changed, and as the sun dropped into the sea, our pursuer, though a long way off, still hung upon our rear. There was nothing for it but to stick to our course; but such had been the speed of our flight that the inside blockading squadron was clearly sighted by us before the close of the day.

"Grim and forbidding enough in all conscience the black hulls looked, and so close did they lie to each other that it seemed hoping against hope to expect that a little craft like ours would pass unscathed between them or among them, taking the fire of two or three broadsides at little more than pistol range. . . . But in command we had a captain who, in broad day, had braved the worst that the blockaders off Mobile could do to the little 'Florida,' without being scared or sunk. It is at such moments that you realize how paramount is the influence of a dauntless chief upon all around him; and it is felt more in so

confined a space as the deck of a ship than in a great battle on land.

"Nevertheless, we could not but perceive—indeed Capt. Maffitt's anxious face told us so—that our position was far from comfortable, pursued as we were by a vessel a few miles off to the rear, which clearly saw us, and swiftly approaching a powerful squadron of heavily-armed blockaders, which had not yet caught sight of the 'Lilian's' two masts, but might do so at any moment.

"Fortunately for us, before we got close in, night fell. The crews on board the blockaders were taking their evening meal as we approached them, and I suppose the lookouts were not quite so sharp as they undoubtedly became before the end of the war. Not a moment was lost by Captain Maffitt, or by our excellent pilot, a Wilmington man, when darkness had fairly settled upon the face of the deep. Silently and with bated breath we crept slowly in, passing blockader after blockader so close that at every moment we expected a brilliant light to flash forth, turning night into day, and followed by a hurricane of shot and shell which might easily have torn the little 'Lilian' to pieces.

"It was destined, however, that upon this occasion she was not to receive her baptism of fire, for the shots sent after her by her big Yankee pursuer hardly deserve the name. Just as we approached the big mound, close to which Fort Fisher stands, a dark spot was discerned on the bar. It was a Federal launch groping for secrets, or perhaps sinking rocks and other obstructions into the channel immediately under the fire of Fort Fisher's guns. I am afraid if Captain Maffit had been a little earlier he would have run her down. As matters stood, the launch escaped, and those on board were either too much scared to fire a musketry volley into us, or reluctant to do so, as Fort Fisher would doubtless have opened upon them, and as I had many subsequent opportunities of ascertaining, its guns were seldom fired without effect upon any object within their range.

"Another moment, and we lay safe and sound below the mound, eagerly asking for news from within the Con-

federacy, and as eagerly questioned in our turn for news from without. Moreover, the 'Florie' had not yet arrived, which raised the spirits of the 'Lilianites' to fever heat."

Later the "Lilian" had other narrow escapes and was finally captured after a most exciting chase, which will be described further on.

Captain Maffitt was soon after transferred to the command of the ironclad "Albemarle," at Plymouth, N. C., (blown up in the autumn of 1864 by the gallant Lieut. William B. Cushing, U. S. N.) but only for a short time. The position was most distasteful to Maffitt, for he believed the "Albemarle" would be captured if she ventured to attack the immensely superior Union fleet, and moreover his plans were constantly thwarted by the military authorities. So, much to his relief, Captain Maffitt was ordered to assume command of the blockade runner "Owl," in September, 1864. The "Owl" was the first of several steamers built for the Confederate Government, and were to be placed in charge of naval officers. It was expected that the "Owl" would ply from Bermuda rather than from Halifax, for the reason that she could bring but little cargo from the latter point in addition to the coal required for her inward and outward trips, and for the additional reason that the risks of capture and loss were far greater on the Halifax route.

The following special instructions, dated September 19, 1864, were also sent to Commander Maffitt by Mr. Mallory, Secretary of the Navy, to be used in case of the blockade runner's imminent capture:

"It is of the first importance that our steamers should not fall into the enemy's hands. Apart from the specific loss sustained by the country in the capture of blockade runners, these vessels taken into the United States Navy and lightly armed, now constitute the fleetest and most efficient part of the blockading force off Wilmington.

"As commanding officer of the 'Owl,' you will please devise and adopt thorough and efficient means for saving all hands and destroying the vessel and cargo, whenever these measures may become necessary to prevent capture.

Upon your firmness and ability the Department relies for the execution of this important trust. In view of this order, no passengers will, as a general rule, be carried. Such exceptions to this rule as the public interests may render necessary, embracing those who may be sent to the Government, will receive special permits from this Department."

On December 21st, 1864, the "Owl" received on board (at Wilmington) 780 bales of cotton, and with three other blockade runners ran clear of the Federal sentinels without the loss of a rope yarn.

At St. Georges, Bermuda, Captain Maffitt found a number of steamers loaded and impatiently awaiting news from the Federal expedition under General B. F. Butler against Fort Fisher before resolving to enter Dixie. By the Cunard steamer from Halifax the desired information was obtained. The Northern press admitted that the assault had proved abortive. Upon the receipt of this, to the Confederates, cheering news, six blockade runners in company joyfully departed, anticipating a speedy reunion in Dixie.

They parted at sea and met not again. In two days Captain Maffitt communicated with Lockwood's Folly, where they reported all serene and Fort Fisher intact. Delighted with this information, the "Owl's" course was laid for the Cape Fear River. The moon was not expected to rise until eleven o'clock, and it would be high water on the bar at eight o'clock—the time for crossing. Approaching the channel, Captain Maffitt was surprised to find but one blockader guarding the port. No difficulty was experienced in eluding him. A conflagration at Bald Head and no response to the "Owl's" signals excited some apprehensions, but as Fort Caswell *looked* natural and quiet, it was decided to venture in, and passing on, came to anchor off the fort wharf.

Captain Maffitt was immediately interviewed by Major E. S. Martin, chief of ordnance, and another officer from the fort, who confirmed the most gloomy apprehensions. A second attack, under General Terry and Admiral Porter, had been successful, and Fort Fisher and the Cape

Fear were in the possession of the United States forces. To instantly depart became an imperious necessity. Gunboats were approaching; Fort Caswell was doomed; the train, already laid, only awaited the match. In poignant distress Captain Maffitt turned from the heart-rending scene, his sorrowing mind foreshadowing the fate of Dixie.

The solitary blockader awoke from his lethargy and pursued the "Owl" furiously, but his artillery palled under the reverberation of an explosion that rumbled portentiously from wave to wave in melancholy echoes that enunciated far at sea the fate of Fort Caswell.

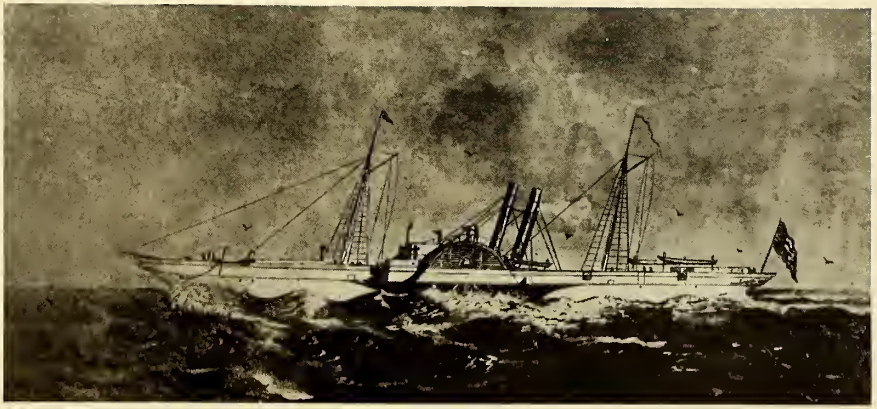
The "Owl's" cargo was important, and as the capture of Fort Fisher and the Cape Fear cut her off from Wilmington, Captain Maffitt deemed it his duty to make an effort to enter the harbor of Charleston, in order to deliver the much needed supplies. It was known that the blockade of that port was more stringently enforced than ever before since the inauguration of hostilities. The "Owl's" speed was now accommodated to the necessary time for arriving off the bar, which was 10 P. M. Throughout the day vigilant steamers were seen along the shore, inspecting inlets and coves regardless of their want of capacity for blockade purposes. This spirit of inspection and watchfulness was most assiduous, as if an order had been issued to overhaul even the coast gallinippers, to see that aid and comfort in the shape of muskets and pistols were not smuggled into the needy Confederacy. Occasionally one of these constables of the sea would fire up and dash after the "Owl." A little more coal and stirring up of the fire-draft was sufficient to start the blockade runner off with such admirable speed as to convince the United States cruiser that he was after the fleetest steamer that ever eluded the guardians of the channel-ways.

Seasonably making the passage, nine o'clock P. M. found the blockade runner not far from the mouth of Maffitt's channel—it had been discovered and charted by *the* Captain Maffitt while on Coast Survey duty, and so named for him. Anticipating a trying night and the bare possibility of capture, two bags were slung and suspended over the quarter by a stout line. In these bags

were placed the government mail, all the private correspondence, and Captain Maffitt's war journal, which included the cruise of the "Florida" and many other papers. An intelligent quartermaster was ordered to stand by the bags with a hatchet, and the moment capture became inevitable to cut adrift and let them sink.

When on the western end of Rattlesnake shoal, the "Owl" encountered streaks of mist and fog that enveloped stars and everything for a few moments, when it would become quite clear again. Running cautiously in one of those obscurations, a sudden lift in the haze disclosed that they were about to run into an anchored blockader. There was barely room with a hard-a-port helm to avoid him some fifteen or twenty feet, when their officer on deck called out, "Heave to, or I'll sink you!" The order was unnoticed, and the "Owl" received his entire broadside, that cut away her turtle-back, perforated the forecastle and tore up the bulwarks in front of the engine room, wounding twelve men, some severely, some slightly. The quartermaster stationed by the mail-bags was so convinced that capture was imminent, that he instantly used his hatchet and sent them well moored to the bottom. Rockets were fired as the hunted ship passed swiftly out of range, and drummond-lights lit up the animated surroundings of a swarm of blockaders, who began an indiscriminate discharge of artillery. The reason for this bombardment could not be understood, but as Captain Maffitt guided his ship out of the *mêleé* he concluded that several blockade runners must have been discovered feeling their way into Charleston.

After the war, the United States officer commanding on that occasion told Captain Maffitt that a number of the steamers on the blockade were commanded by inexperienced volunteer officers, who were sometimes overzealous and excitable, and hearing the gunboat firing into the blockade runner, and seeing the former's rockets and signal lights, they thought that innumerable blockade runners were forcing a passage into the harbor, hence the indiscriminate discharge of artillery, which was attended with unfortunate results to them.



U. S. STEAMER "A. D. VANCE," FORMERLY THE BLOCKADE RUNNER OF THE SAME NAME

From a painting in the F. B. C. Bradlee collection

As any further attempt to reach Charleston seemed hopeless, Captain Maffitt then determined to make an effort to enter the port of Galveston, Texas. The *Galveston Daily News,* of May 6th, 1901, described the arrival of the "Owl" as follows:

"One fine morning in the spring of 1865, Capt. John Newland Maffitt, who was formerly commander of the famous Confederate steamer 'Florida,' but at that time in charge of the fast steamer 'Owl,' ran successfully through the blockading fleet of sixteen vessels, but grounded on Bird Island shoals, just at the entrance to Galveston harbor, at a most exposed point within range of the enemy's guns, who were raining shot and shell around the stranded vessel. In the harbor, under command of Capt. James H. McGarvey, C. S. N., was the Confederate fleet, composed of the gunboats 'Diana' and 'Bayou City' and the transports 'Lucy Gwin,' 'Colonel Steel,' 'Island City' and 'Lone Star.' With a volunteer crew, Captain McGarvey went with the 'Diana' to the rescue, arriving quickly on the scene, to find the gallant captain and his crew working faithfully to float the vessel, which, with the assistance of the crew of the 'Diana,' was soon done, and in the face of great danger Captain Maffitt remained at his exposed post on the bridge of the steamer, calmly directing his men and displaying the greatest coolness and bravery."

Captain Maffitt's sister, Mrs. Henrietta Lamar of Galveston, wrote to a friend in regard to this visit of her brother, "That all the city had gone up to the house-tops in their anxiety to know the fate of the 'Owl,' and, if possible, to signal him, and great was their rejoicing at his successful exit."

Capt. J. Pembroke Jones, C. S. N., the shipmate and life-long friend of Captain Maffitt, in a letter to the latter's widow, dated Pasadena, California, November 20, 1905, describes as follows the last days of the Lost Cause:

"Do you know that the last order I received in the Confederacy was early in 1865, to make the best of my way out of the Confederate States, taking with me a

James River pilot and a York River pilot and a large sum of money in specie cheques, with orders to report to Maffitt, if I could find him, and requiring him and me to purchase steamers and load them with the supplies most needed by General Lee's army and bring them in as speedily as possible—running the blockade *coûte que coûte*, one to take James River and the other York River.

"As all our ports were closed I started, with the two pilots, for Texas; but when I reached the Mississippi River I heard of the surrender of General Lee, and of the death of Mr. Lincoln. I then ordered the two pilots to return to their homes.

"I crossed the Mississippi, went up Red River to Shreveport, went to Galveston, where I reported to General Magruder, and finding the war would not be continued in Texas, I went to Brownsville and crossed the Rio Grande to Matamoras; from there I took steamer to Havana, where I found Maffitt and surprised him with the account of my mission. Maffitt and myself went together from Havana to Halifax in the 'Owl,' where I parted with him. He (Maffitt) was the warmest-hearted and most generous friend and the most genial companion I ever knew. . . . He was a born sailor and a splendid officer, and I have never known one more beloved."

Secretary Mallory's final instructions to Capt. Maffitt are worth quoting, showing as they do, that as late as February, 1865, the sudden collapse of the Confederacy was hardly expected.

"Confederate States of America,
"Navy Department,
"Richmond, Feb. 24, 1865.

"Commander John N. Maffitt, C. S. N.
"Nassau, N. P.

"Sir: The loss of Savannah and Charleston renders instructions as to the employment of the 'Chameleon' and 'Owl' expedient.

"The importation of supplies being now limited to the shallow inlets and rivers of our coasts requires vessels whose draft of water does not exceed six feet. You will

at once take into consideration the chances of running the two vessels referred to into Georgetown and out again to the islands, and will, if you deem it practicable, do so. Should you, on the contrary, deem it impracticable . . . to run them, into and out of, any other port this side of the Mississippi, you will turn the 'Owl' over to Mr. J. B. Lafitte, at Nassau, the agent of Frazier, Trenholm and Co., as their property, and request him to abide their instructions; and you will sell the 'Chameleon,' if you can do so.

"The cost of this vessel in England (originally the 'Atlanta') was about £17,000. We gave £25,000 for her. There must be a large number of similar vessels at Nassau and Bermuda for sale and the prospect of selling her is not deemed favorable; and hence the price is placed at £15,000. If you sell her, place the proceeds in the hands of Frazier, Trenholm and Co., Liverpool, to the credit Commander J. D. Bulloch, reduce the expenses to the lowest practicable figure, and await his orders. You will inform him of your inability to sell the vessel, and of the Department's desire to turn her over to him for sale or other disposition. . . .

"I am informed that there are some well built and fast steamers drawing under six feet when fully laden, at the islands, which may be purchased. In view of the urgent importance of getting our supplies, and particularly small arms, you are authorized to purchase such a vessel out of the proceeds of the 'Chameleon,' if you can make arrangements, and run her into St. Marks, or any other port accessible to us in Florida, or anywhere this side of the Mississippi, with our naval supplies of clothing and shoes, and small arms for the army. If such a vessel cannot be purchased, you will ascertain from Commander Bulloch whether he cannot send such a vessel in lieu of the 'Chameleon.' If possible the draft ought not to exceed five and a half feet. With this draft you can enter Apalachicola Bay and pass the 'Bulk Head,' a mound built near the city, and go up the river to Columbus, Georgia.

"Upon Mr. McRae's list of vessels under contract abroad for us, are found the 'Lark' and the 'Wren,' built to draw

five feet only. Should either of these vessels, or any other vessels of like draft be accessible to us at the islands, you will make such efforts to bring them in with small arms and our supplies as you may find practicable. These vessels have not been turned over to this Department, but they have been built for the service of the Confederacy, and you will, as a naval officer, render all the service in your power in getting them in. You are familiar with the Gulf Coast of Florida, and you will recognize, by a glance at the charts, several places between Apalachicola and Tampa Bay at which they might enter.

"We are without advices from you or other agents abroad since you last left the country; but we have reason to believe that two small twin screw steamers, drawing not over seven and a half feet, the 'Ajax' and the 'Hercules,' are at the islands for us. As senior officer there, and with all confidence in your judgment and ability, the Department must rely upon you to do the best you can for the interests of the country with these vessels as with its interests generally. . . .

"As you may entertain . . . the expediency of running your vessel to Galveston, it is proper to say that this is not deemed necessary, such arrangements, as I am informed by the Secretary of the Treasury being already made for the trans-Mississippi department as will secure such foreign supplies as may be required there.

"Throughout your actions under these orders, you are requested to confer and consult with Lieutenant Commanding Wilkinson.

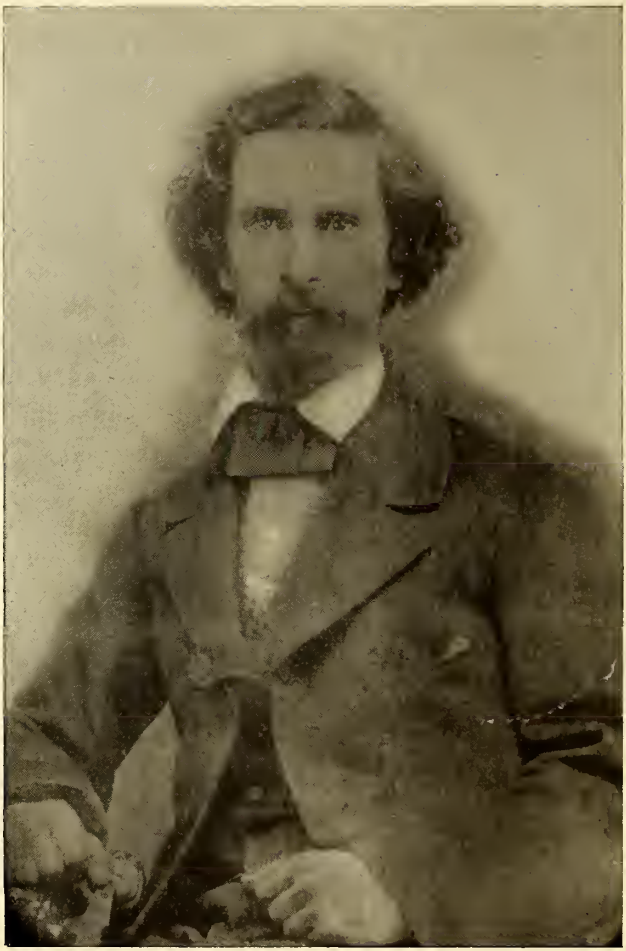
"I am, respectfully, your ob't serv't,

"S. R. Mallory,

"Secretary of the Navy."

Among Captain Maffitt's papers was found the following memorandum: "The last order issued by the Navy Department, when all hope for the cause had departed, was for me to deliver the 'Owl' to Frazier, Trenholm and Co., in Liverpool, which I accordingly did."

After the war, Captain Maffitt commanded the British steamer "Widgeon," trading between Liverpool and South



CAPTAIN FRANK N. BONNEAU, A CELEBRATED BLOCKADE RUNNER

From a photograph in the F. B. C. Bradlee collection

America for several years. He afterwards retired to his farm, the "Moorings," near Wilmington, North Carolina, where he died in 1886. It is a disgrace to this country that Maffitt's property, amounting to over $75,000, and situated in the Northern states, was seized at the beginning of the war and although he made efforts to recover it, it never was returned to him.

After the World War the aliens arrayed against us easily and quickly recovered their belongings, yet here was an American citizen whose offence was far less great, he only having obeyed the call to duty as he understood it, yet he was never able to recover a fortune which would have helped make his old age comfortable!

The names of some of the noted blockade runners and their pilots, so well known in Wilmington during the Civil War were: "Cornubia," afterwards called the "Lady Davis," C. C. Morse; "Giraffe," afterwards known as the "R. E. Lee," Archibald Guthrie; "Fanny," Henry Howard; "Hansa," J. N. Burruss; "City of Petersburg," Joseph Bensel; "Old Dominion," Richard Dosher; "Alice," Joseph Springs; "Margaret and Jessie," Charles W. Craig; "Hebe," G. W. Burruss; "Advance," C. C. Morse; "Pet," T. W. Craig; "Atalanta," Thomas M. Thompson; "Eugenia," T. W. Newton; "Ella and Annie," J. M. Adkins; "Banshee," Thomas Burruss; "Venus," R. Sellers; "Don," W. St. George; "Lynx," J. W. Craig; "Let Her Be," J. T. Burruss; "Little Hattie," R. S. Grissom; "Lillian," Thomas Grissom; "North Heath," Julius Dosher; "Let Her Rip," E. T. Burrus; "Beauregard," J. W. Potter; "Owl," T. B. Garrason; "Agnes Fry," Thomas Dyer; "Kate," C. C. Morse.

Many other blockade running steamers might be named, among them the "Britannic," "Emma," "Dee," "Antonica," "Victory," "Granite City," "Stonewall Jackson," "Florie," "Havelock," "Hero," "Eagle," Duoro," "Thistle," "Scotia," "Gertrude," "Charleston," "Dolphin," and "Dream."*

* The names of these and other blockade runners are obtained from "The Chronicles of Cape Fear River," and "Derelicts," both books by James Sprunt, LL.D.

In the second stage of blockade running, when steam was at a premium, a number of walking-beam boats of excellent speed, which before the war had plied regularly between Southern ports and that had been laid up after the proclamation of President Lincoln, were bought by Southern business men who became prominent in blockade running, and, after the removal of passenger cabins and top hamper, were placed in this dangerous traffic. Of these may be mentioned the steamer "Kate," previously known as the "Carolina," upon the line between Charleston and Palatka, Florida; the "Gordon," which was built to run between Charleston and Savannah; also the "Nina," "Seabrook," "Clinch," and "Cecile," which had plied on the same line. The "Cecile," loaded at Nassau with a cargo of powder, rifles and stores for Gen. Albert Sidney Johnston's army at Shiloh, struck a sunken reef off the Florida coast and went to the bottom in ten minutes. The officers and crew escaped by the skin of their teeth.

Two steamers which formerly ran between New Orleans and Galveston became prominent Wilmington blockade runners: the "Atlantic," renamed the "Elizabeth," and the "Austin," which became the famous Confederate steamer "Ella and Annie." In the early morning of November 9th, 1863, the "Ella and Annie," commanded by Captain F. N. Bonneau of Charleston, was intercepted off New Inlet, near Masonboro, by the United States steamer, "Niphon," which attempted to press her ashore. Several other cruisers preventing the escape of the "Ella and Annie," Captain Bonneau at once resolved upon the desperate expedient of running the "Niphon" down. He accordingly put his ship at reckless speed straight at the war vessel and struck her with great force, carrying away the bowsprit and stem and wounding three of the men.

The "Niphon," by able management, avoided the full effect of the blow, and fired all her starboard guns into the "Ella and Annie," wounding four of her men. As soon as the vessels came together, the "Niphon" carried the "Ella and Annie" by boarding, and made her a prize. She afterwards became the United States flagship "Malvern."

The "Governor Dudley," of the Wilmington and Charleston route, which, prior to the war, had been put on the summer run between Charleston and Havana, made one or two successful voyages through the blockade to Nassau. A Nassau correspondent of the *New York Times* of February 15th, 1862, wrote:

"On Tuesday last, the 11th of February, the old steamer 'Governor Dudley' arrived from Charleston with 400 bales of cotton. The captain fearing the cotton would go North if sold here, refused to take any price for it. After obtaining a British register and changing his vessel's name to the 'Nellie,' he left for Havana with a Nassau pilot on board to carry him across the Bahama Banks. He intends taking a return cargo to Charleston, and expects to be back here in about a month with more cotton. The 'Nellie' is an old boat, nearly used up both in hull and machinery. Her speed is not over 8 or 10 knots, with a full head of steam."

The other boats formerly comprising the Wilmington and Charleston line were probably too old for blockade running service. The "Wilmington" was sold to run on the Gulf of St. Lawrence. The "Gladiator" went to Philadelphia, and the "Vanderbilt,"* having been sold to New Orleans, foundered in the Gulf of Mexico while running the blockade.

* In order to clear up confusion that has always existed regarding the various steamers called "Vanderbilt"—all, by the way, owned by the famous "Commodore" Vanderbilt while he was "*Vander-building*" the family fortune—it may be well to state that they were as follows: "Vanderbilt" I (referred to above), built in 1838 for service on Long Island Sound; the "C. Vanderbilt," constructed in 1847 for the same run, and, finally, the famous ocean steamer "Vanderbilt" of 1855. The latter plied in transatlantic service between New York-Southhampton-Havre, and in 1860 broke the record going west by steaming from Southampton to New York in 9 days 12 hours. During the Civil War Mr. Vanderbilt presented this steamship to the U. S. Government, and she was converted into a man-of-war. It was hoped she would catch the "Alabama." Eventually the "Vanderbilt" became the full-rigged sailing ship "Three Brothers."

Another old timer, the "North Carolina," plying between New York and Wilmington before the war, rendered an important service to the Confederate Government by carrying through the blockade, as a passenger, the distinguished Commander James D. Bulloch (an uncle of President Roosevelt), naval representative of the Confederacy in Europe during the war. On February 5th, 1862, this steamer completed the loading of a cargo of cotton, rosin, and tobacco, at Wilmington, under her new name, "Annie Childs," and proceeded through the blockade, arriving at Liverpool, via Fayal, Madeira and Queenstown, Ireland, early in March. Her supply of coal was quite exhausted when she sighted Queenstown, and she barely reached that port of call by burning part of her rosin cargo with spare spars cut in short lengths. Captain Bulloch said she was badly found for such a long voyage, but weathered a heavy northwest gale, and proved herself to be a fine sea boat. Later on, this steamer returned to other successful ventures in blockade running, under the name of "Victory."

The fleet of runners was augmented by old-fashioned steamers, partly from Northern ports, bought by foreigners and sent via neutral ports, where they went through the process of "white-washing," a change of name, ownership, registry, and flag. A much greater number, however, came from abroad; a few of these formerly having been fast mail boats, but the majority freighters on short routes in Europe, bought at big prices for eager speculators, who were tempted by the enormous profits of blockade running.

Among these latter steamers one deserves special mention for longevity and a varied career. This was the "Waverly," an iron paddle steamer built in 1864 at Newcastle-on-Tyne, England, by Charles Mitchell, especially for blockade running; she measured 560 tons gross, 220 feet long, 26 feet beam, and 13½ feet depth of hold. Having escaped capture during her war-time career, the "Waverly," in 1867, had her name changed to "St. Magnus," and plied for years between the north of Scotland and the islands of Orkney and Shetland.

(*To be continued.*)

OLD NORFOLK COUNTY RECORDS.

(*Continued from Vol. LX, page* 288.)

Phillip Lewis of Portsmouth upon Pascataqua, yeoman, for £36, conveys to Isaac Cole of Hampton, about seven acres salt marsh in Hampton, being formerly marsh of Jno. Cass, and by him sold to Christopher Palmer, who sold it to said Lewis, said marsh being bounded by Hampton River, marshes of Godfrey deareborne, Nath[ll] Batchelder, ffrancis Drake and John Godfrey. January 28, 1667. Wit: Mehitable Dalton, Hannah Dalton. Ack. by Phillip Lewis, Jan. 12, 1667, before Sam[ll] Dalton, commissioner.

Phillip Grele of Salisbury, planter, for £20, conveys to Joseph True of same town, house carpenter, about three acres, one hundred and fifty rods as by Salisbury town records; being my sweepage lott of saltmarsh given to me by my father in law, John Ilsly, barber, being the sixtieth lott in number, at a place commonly called ye beach, lying between marsh of William Buswell and Hampton river, butting upon a great creeke. Oct. 20, 1674. Wit: Henry True, Sam[ll] ffelloes. Ack. by Phillip Grele, 13, 9, 1679, before Sam[ll] Dalton, commissioner.

Onesiphorus Page of Salisbury, weaver, for £8, conveyed to Cornelious Conner of same town, planter, seven acres of upland in Salisbury, being part of land I lately purchased of Richard Goodale of Salisbury, bounded by land of said Conner and Jno. Clough, jun. Oct. 10, 1678. Wit: Nath[ll] Winsley, Nath[ll] Browne. Ack. by Onesiphorus Page, Oct. 10, 1678, and by Mary, his wife, Nov. 13, 1679, before Nath[ll] Saltonstall, commissioner.

Willi: Allin of Salisbury, house carpenter, for natural love and affection, conveys to my beloved daughter, Abigail Wheeler, wife of Henry Wheeler, of same town, mariner, about fower acres planting land in Salisbury, one acre of which being part of my father, Richard Goodales planting lot, lying between land of Robert ffitts and a planting lot of sd Allin butting upon a highway lead-

ing to ye mill and sd Goodales lott. The other three acres being part of my own planting lott between that of John Clough and sd Goodale, butting upon the Highway and the fferrie swamp, so called. Nov. 14, 1679. Wit: —. Ack. by William [his mark] Allin, sen., Nov. 14, 1679, before Nath[ll] Saltonstall, assistant.

William Ilsley, jun. of Nubery, weaver, conveys to Phillip Greele of Salisbury, planter, two fower acre lots of upland and two fower acre lots of meadow with six cow comonages, which sd William Ilsley had of his uncle, John Ilsley of Salisbury. Dec. 4, 1679. Wit: Ephraim Winsley, Mary [her M mark] Winsly. Ack. by William Ilsley, 5:10:1679, before John Gillman, commissioner.

James Davis, plt., agt. Jn° Wells in an action that Jotham Hendrick, as tenant of sd Wells keeps possession of a five acre piece of land in great playne, sold to said Davis upon condition in deed dated, Apr. 2, 1678, and condition not fulfilled, and said plaintiff being forced to sue for possession, the Jury finds for plaintiff the land sued for and 32 shillings, costs. Execution is therefore levied against estate of sd Wells for land and costs to satisfy judgement granted him in Salisbury Court, Apr. 8, 1679. Dated Nov. 15, 1679, Thos. Bradbury, rec. and served by Henry Dow, marshall. Return made by said Dow, Dec. 5, 1679, putting land in possession of James Davis, sd land being in Haverhill, between land of Edward Clarke and James Davis, sometime of James Davis, sen., now in possession of Jotham Hendrick, butting upon ye Mayne River, as there is found no estate of John Wells, this execution is unsatisfied in respect of all charge. Nov. 18, 1679.

John Gill of Salisbury, planter, for natural love and affection conveys to his beloved son, Sam[ll] Gill, all my ten acre lot of upland, commonly known as my oven lott, compassed with comon land, and bounded by several marked red and white oake trees. Also conveys thirty acres upland bounded by ye highway, ye oven lott, land of John Clough, Mr. ffrancis Dove, and land of Henry Mouday, now in possession of Caleb Moudy in behalf of his son, Daniell Moudy. Said John Gill also conveys his

sweepage lot of marsh in ye cow comon which he formerly bought of William Barnes originally belonging to ye comon right of Robert ffitts of Salisbury, compassed with Marsh of Steven fflanders and ye little river which runs into Hampton River. And also conveys Robert Downers sweepage lot which I bought of him in sd cow comon division, bounded with lott of Jno. Stevens, sen., and land of Samuell Gatchell and Joseph ffrench. Also two cow comonages with all after divisions proportionably to ye sd. cow comons, be it upland or meadow, always reserving one halfe of sd Downers Sweepage lott to the use of myself and wife during our natural lives. —— —— 1677. Wit. Tho: Bradbury, William Buswell. Ack. by John [his Ⅱ mark] Gill, sen., April 10, 1679, before Nath[ll] Saltonstall, assistant. Memo. It is concluded in consideration of one halfe of ye above named Robert Downer's sweepage lot my son Samuel is to pay 10 li to myself or whomever I shall appoint to have it after mine and my wife's decease.

Isaac Pirkins of Hampton, yeoman, for a peece of land made sure to me from Benjamin Brown of Hampton, agrees with sd Benjamin Brown and his brother, John Brown, jun., both sons of John Brown, sen., of Hampton, for the right and privilege of a highway to be about two rod in breadth, beginning at ye Contry Rode and so from that highway by Salisbury line, in part, and so to go along near the farm said to be Caleb Perkins and to sd Browns farm, according as Edward Goue and Joseph Dow layd it out, the sd Browns shutting any gates or putting up any bars that ye sd Isaac Pirkins shall use on that way. March 20, 1678-9. Wit: Nath. Weare, Edward Goue. Ack. by Isaac Pirkins, March 20, 1678-9, before Sam[ll] Dalton, commissioner.

John Ilsley of Salisbury, barber, for £7, conveys to Henry True of Salisbury, house carpenter, about three acres of marsh in Salisbury, commonly called ye bareberry Meadows, being originally ye lott of Jno. Gill of ye second higglede piggledee division laid out by ye towne, the sixth lott in number, bounded with lots of Henry Blasdale and William Buswel, and upon great Creeke and

marsh of Jno. Coles. Sept. 30, 1673. Wit: John Bradbury, Benjamin Collins. Ack. by John Ilsley, 13:9:1679, before Sam[ll] Dalton, commissioner.

Jno. Eyer, late of Haverhill, now of Ipswich, for £170, conveys to Jno. Emerie Jr. of Nuberie, land, both upland and meadow in Haverhill, viz., about two hundred and fower acres of third division of upland beyond Spickett River, bounded by land of George Brown, by great river, by a point in a swamp between Georg Browns land and that of said Eyer, and by land of Steven Kent. Also two acres of meadow in the second division which was bought of Richard Littlehale and one acre of ye third division of meadow of sd. Eyer. Also fifty acres of upland being part of my fourth division to Spickett River, only allowing Georg Broun a highway into ye common by Spicket River. Also about three acres of meadow laid out in Mistake meadow near Georg Browns, with all wood and timber. Feb. 22, 1677. Wit: Tho: Woodbridg, Jno. Webster, sen. Ack. by John Eyer, at Ipswich Court, March 26, 1678, attest Robert Lord, cleric. Mary Eyers surrendered her dower rights, Sept. 27, 1678, before Daniel Denison.

Jno. Hoyt, sen. of Amsbery and Thomas Hoyt of Salisbury convey to Thomas Barnard of Amsbury a forty acre lot in Amsbury bounded by a town highway, another forty acre lot of sd Barnards and part of ye towne meadow. Sept. 10, 1679. Wit: Tho. Wells, John Barnard. Ack. by Tho. Hoyt and John [his H mark] Hoyt, sen., Dec. 13, 1679, before John Woodbridg, commissioner.

Phillip Eastman of Haverhill, planter, and Mary, his wife convey to Thomas Barnard of Amsbury, planter, two tenn acre lots in Amsbury formerly belonging to Thomas Barnard, sen., in a place commonly called ye Lions mouth. One lot bounded with land of Widow Quenbies, a highway, and land formerly of Richard Currier. The other lot bounded with land of Walter Tayler and land formerly of Willi. Sargent, sen. May 19, 1679. Wit: Timothie Woodbridg, Mary Woodbridg. Ack. by Phillip Easman and Mary [her Y mark] Easman, May 19, 1679, before John Woodbridg, commissioner.

Richard Currier of Amsbury, planter, conveys to Thomas Barnard of Amsbury, planter, an eight acre lot of upland in Amsbury, in a place commonly called ye Lions Mouth, bounded with land formerly of Mr. Tayler and land of Nathan Gold. April 8, 1679. Wit: Tho. Currier, Phillip Rowell. Ack. by Richard Currier, April 8, 1679, before Nath. Saltonstall, assistant.

William Sargent of Amesbury conveys to Thomas Barnard of same place, about twenty fower acres upland, in Amsbury, which lot was formerly granted to Robert Jones, bounded with lot of Tho. Barnard, sen., deceased, and lot of William Barns. Together with about three acres fresh meadow at ye pond meadows, bounded with meadow of Thomas Barnard, formerly of Joseph Peaslie, deceased, and by Henry Teuxberys meadow. Nov. 17, 1678. Wit: Thomas Wells, Orlando [his O mark] Bagley. Ack. by grantor, Dec. 18, 1678, before Nath. Saltonstall, assistant.

Execution against Edward Colcord as administrator to his son Edward to satisfy judgement of 5 li., in marchantable pay to satisfy judgement granted Jno. Redman, sen., as attorney for the Rev. Mr. Seaborn Cotton, at Salisbury Court, Oct. 14, 1679, signed by Thos. Bradbury, rec., and served by Marshall Henry Dowe or his deputy, dated, Nov. 15, 1679. Return was made by Henry Dowe by attachment of the frame of a house formerly belonging to Edward Calcord, late dec., and tendered by Edward Calcord, Thos. Marston and Thos. Louet appraising said frame and land upon which it stood for enough to satisfy this execution and costs. Said land being in Hampton towards Exeter, joining Capt. Hussies or Mr. Hussies land and also that of Capt. Jno. Gillmans, formerly belonging to Edward Calcord, dec. Jno. Redman sen., attorney for Mr. Seaborn Cotton, was given possession of sd. land, Dec. 22, 1679.

Execution against estate of Edward Calcord, as administrator to his son Edward to satisfy judgement of 4 li. 5s, with 2s. for costs, granted Capt. Jno. Gillman at Salisbury Court, Oct. 14, 1679, signed by Thos. Bradbury, rec., dated Nov. 15, 1679, and served by the marshall of Norfolk or his deputy. Return was made by Henry Dow,

marshall. by attachment of 2 acres, 45 rods of land belonging to Edward Colcord, sometime of his son, Edward, dec., said land being in *Hampton,* next Exiter, bounded by land of Mr. Seaborn Cotton and Capt. Hussey and appraised by Thos. Marston and Jno. Redman, sr., to fully satisfy this execution, giving Capt. Gillman possession by turff and twigg. Dated, Dec. 22, 1679.

John Allin of Salisbury, mariner, for £25, conveys to Benjamin Allin of same town, planter, three cowes comonages in Salisbury with all after divisions of upland or meadow that shall belong to sd commonages. Also about two acres salt marsh, and a division of Marsh containing about one acre and thirty rods, both of which divisions of marsh being in Salisbury, in a place commonly called Halls ffarme. The above said commonages and salt marsh formerly belonged to Moses Worcester, planter, some time of Salisbury, now of Kitterie, and by sd Worcester lately conveyed to said Jno. Allin. March 24, 1674-5. Wit: Tho. Bradbury, Jabez Bradbury. Ack. by John Allin, Mary, his wife, consenting thereto, June 4, 1676, before Robert Pike, associate.

Elizabeth Robinson and David Robinson of Exeter, administrators on estate of Jno. Robinson of Exon, deceased, conveys to John Sinkler of same place, twenty acres upland in Exiter, agreeing to allow sd Sinckler free ingress, regress and egress thereto, through any part of sd Elizabeth and David Robinsons vacant land, and also the enjoyment of a highway to ye comon Roade that leads from Exiter to Hampton. Dec. 6, 1678. Wit: John Gillman, Jonathan Thing. Ack. by Elizabeth [her Z mark] Robinson, and David [his D R mark] Robinson, Dec. 6, 1678, before John Gillman, commissioner.

John Severans, jun., of Salisbury, wheelwright, for £32, conveys to Benjamin Easman of same town, tanner, about seventeen acres upland in Salisbury, also my dwelling house standing thereon, with all wood, trees, tymber and fencing thereto belonging, bounded by land of Richard Wells, now in possession of Benjamin Collins, by land of Thomas Bradbury, now of Robert Pike, by the highway leading to ye mill and upon comon land. Oct. 24,

1678. Wit: Tho. Bradbury, Mary [her MB mark] Bradbury. Ack. by Jno. Severans, jun., his wife Mary consenting thereto, June 17, 1679, before John Woodbridg, commissioner.

Phillip Grele of Salisbury, planter, conveys to Richard Hubbard of same town, blacksmith, six cow comonages in Salisbury, with all after divisions of marsh or upland appertaining thereto not yet layd out, which comonages were given by Jno. Ilsly of Salisbury, barbar, unto William Ilsley, ye yonger, of Nubery, weaver, and by sd William Ilsley sold to sd Grele. — — 1679. Wit: Ephraim Winsley, William Hacket. Ack. by Phillip Grele, ffebruary 26, 1679, before Nath. Saltonstall, assistant.

Moses Worcester, of Salisbury, for £20, one half in ready money and remainder in cattle at money price, conveys to Sam[ll] ffrench of Salisbury, about ten acres of upland in Salisbury, near the land of John ffrench and little river by land of Joseph ffletcher and comon land. April 21, 1673. Wit: Tho. Bradbury, Mary [her MB mark] Bradbury. Ack. by grantor, April 21, 1673, before Rob[t] Pike, commissioner.

Edward Goue of Hampton and Hannah, his wife, for £10, conveys to Thomas Cram of Hampton, five acres upland in Salisbury, less three rods, measured in presence of Joseph Dowe and Isaac Green, being near Hampton in a place called Halls farm, and being part of a fifteen acre lot, the first lot in number as by Salisbury records. Sd land bounded with Goues own land, a lot called Cobhams and Joseph Dowes land. Nov. 1, 1679. Wit: Joseph Dow, John Brown. Ack. by Edward Goue, 29:10:1679, before Sam[ll] Dalton, commissioner.

Elizabeth Wells of Salisbury, widow, for £15, to be payd to her whenever she shall need it and shall require it, conveys to Onesiphorus Page of same town, weaver, and to Mary, the now wife of sd Page and to such one of her children after her decease as she shall appoint, about six acres salt marsh belonging to ye cow comon division in Salisbury, between ye marsh lots of Sam[ll] Getchell and Jno. Ilsley, butting upon little River and long pine point. May 15, 1673. Wit: Tho. Bradbury, Mary [her MB mark]

Bradbury. Capt. Tho: Bradbury and Mary, his wife, attested that this instrument was the free act and deed of Elizabeth Wells, April 7, 1680, before Nath: Saltonstall, assistant.

Joseph Williams of Haverhill, for £35, conveys to Jno. Page, sen. a parcell of meadow in Haverhill at a place called Duck meadow, which was formerly my fathers, John Williams, bounded by land of Daniell Hendricks and by a swamp. Oct. 24, 1673. Wit: John Wells, Robert Clement. Ack. by Joseph [his 2 mark] Williams, Oct. 24, 1673, before Nath. Saltonstall, commissioner.

John Page, sen. and Cornelious Page, both of Haverhill, on ye north side Merrimack River, for £11, conveys to Onesiphoros Mash, sen. of same place, about five acres of meadow in sd. town at a place called Duck meadow, bounded by land of Daniel Hendricks and by meadow still in our own possession. March 17, 1679-80. Wit: Dan^{ll} Ela, Jno. Griffyn. Ack. by Jno. Page and by Cornelious Page and his wife Martha [her W mark] Page, March 23, 1679-80, before Nath^{ll} Saltonstall, assistant.

Thomas Davis confirms to Onesiphorus Mash one hundred acres upland and sd Davis owns the following to be the bounds, viz. a stake between two clay pitts, a brook between land of sd Davis and Robert fford, land formerly of Tho. Linforth, the Alpine swamp and a fence set up by sd Davis, also stakes and marked trees. Nov. 7, 1674. Wit: Tho: Whittier, Robt Swan. Ack. by Tho. Davis, Nov. 9, 1674, before Nath. Saltonstall, commissioner.

Joseph Bond of Haverhill, and Sarah his wife, convey to Onesiphorous Mash, sen. of same place one comonage right in Haverhill, which his father, John Bond purchased of John Eyers as by said Ayers deed dated Jan. 15, 1663, with also the full right and interest in all future grants of divisions to be made by ye towne after this date, the fourth division of land being already granted, though not layd out which is hereby with all former divisions excepted. Dec. 17, 1679. Wit: ———. Ack. by Joseph Bond, Dec. 17, 1679, before Nath: Saltonstall, assistant.

(*To be continued*)

THE BURNAP-BURNETT GENEALOGY.

By Henry Wyckoff Belknap.

(*Continued from Volume LXI, page* 64.)

484. Emeline Burnap, whose birth does not appear in the records, married 7 March 1830, at Westborough, George Lamont, born 17 October 1801, at Franklin, Mass., son of William and Mary (Whiting) Makepeace of Unionville, Mass., he being then of Franklin, but is said to have removed to Rutland, presumably the town of that name in Massachusetts. No further records have been found.

485. Elijah B. Burnap is named in the will of his sister Nancy A. Burnap, and his daughter Sarah E. Burnap is also referred to in the probate papers, but no further records have been discovered.

Child:

692. Sarah E.

486. Julia Ann Burnap is also mentioned in her sister's will and married 28 August 1831, at Westborough, Samuel Bassett of Boston. The names of their children are taken from the will of Nancy A. Burnap, and nothing more has been found.

Children—Bassett:

Celadon, lived in Janesville, Wis.

A daughter, married Joseph C. Echlin and lived in Janesville.

William B., lived in Boston.

Samuel, lived at Carmel Street, Chelsea, Mass.

488. Albert Jones Burnap, born about 1817, married 12 July 1838, at Westborough, Sarah Elizabeth, born 14 June 1817, at Westborough, daughter of John and Sarah (Forbes) Sanborn of Portsmouth, N. H., the mother being of Westborough.

He lived in Westborough and was a Selectman there in 1844, also from 1851-3, Representative in 1860, and

loaned money for bounties to the town 4 August 1862. He was a manufacturer of sleighs before 1853 and a machinist.

His wife died 6 October 1868, aged 51:3:21, at Westborough, and he married 3 February 1870, Luvanna (Luranna, L. Levann), born about 1832, at Granby, Mass., daughter of Augustus and Mary (Clark) Gilson.

He died 17 August 1882, but the death of his wife does not appear.

The will of Albert Jones Burnap of Westborough. William R. Gould, executor. To wife Luvanne, to William R. Gould the income to be paid to Luvanne L. Burnap for life. He omits to provide for son Henry A. Burnap as he has had his share. To William R. Gould income to be paid to Margie F. Burnap wife of Henry A. Burnap; the residue to daughters Sarah E. Burnap (Note—it may be that this is the niece referred to in the will of Nancy A. Burnap and that Elijah B. Burnap, No. 485, did not have such a daughter) and Catharine E. Burnap and any other children alive at the time of my decease. 17 October 1873.

Witnesses:—John A. Fayerweather
Josiah Childs
Arthur G. Biscoe

William R. Gould of Westborough represents that Albert J. Burnap of Westborough died 17 August 1882 leaving a widow Luvanne L. Burnap and next of kin, Henry A. and Sarah E. Burnap, both of Westborough. 5 September 1882.

Inventory filed 7 November 1882.

Discharge of trustee by Sarah E. Burnap 14 March 1890.

Worcester Probate Records, No. 1211, 2nd Series.

Children, born in Westborough:

693. JOHN SANBORN, born 18 Aug. 1840, served in 13th Massachusetts Regiment as a private, died 10 Dec. 1861, ae. 21:5:0, at Williamsport, Md., unmarried.

694. HENRY A., born 8 Nov. 1843, died 4 Dec. 1888, Westborough.

695. SARAH E., born 30 Sep. 1845, living 1882.

696. CATHERINE ELLEN, born 29 Mar. 1848, died 24 Jan. 1879, ae. 30:9:20, unmarried.

490a. Albion Gustavus Burnap, born 25 July 1838, married before 1866, Agnes C., born 17 November 1842, at Peoria, Ill., daughter of a Greenman of that place.

He lived in Hopkinton, perhaps at Holliston and at Worcester, and his wife died 6 July 1881, aged 38.

The will of Agnes C. Burnap of Hopkinton. To my husband Albion G. Burnap, to my children May F., Herbert T. and Lottie I., the residue to Charlotte M. Burnap (sic). (Note—It is supposed that the residuary legatee is the daughter Charlotte Isabelle, who married Charles N. Mason.) Charles R. Burnap executor. 1 May 1881.

Witnesses:—C. Meserve
Sarah A. Meserve
B. Lizzie Burnap (see 490b)

Mddx. Probate Records, vol. 441, p. 55.

Children:

697. Mary Francis, born 6 Jul. 1866, Hopkinton, living in Gooding, Idaho, 1916.

698. Willie(?), born May, 1873, died 6 Sept. 1873, ae. 4 mos. at Marlborough, "son of A. G. Burnap born Hopkinton, and S. A. Bemis born Maine," (State Records). It is impossible to account for this entry and George Elbert Burnap, son of Charles Russell, No. 490b, knows of no such child.

699. Herbert Thayer, born 25 Apl. 1874, Worcester.

700. Charlotte Isabelle, born 25 Jun. 1876, Worcester.

701. Charles Russell, born 11 Oct. 1877, Worcester, died 11 Dec. 1877.

702. Charles, died ae. 2 weeks.

490b. Charles Russell Burnap, born 15 August 1842, married 5 May 1870, Lizzie B., born about 1850, Maine, daughter of Joseph and Mehitable (Smith) Gerry. They were married and lived in Marlborough and Hopkinton later, but dates of death have not been found.

Charles Russell Burnap was appointed guardian 12 January 1892, as surviving parent (sic) of Herbert T. Burnap of Hopkinton, about 14 (sic), George W. Gerry and Josiah W. Gerry sureties, of Hopkinton (see No. 699).

Mddx. Probate Records, vol. 426, p. 628.

Charles Russell Burnap was appointed guardian 11 June 1889, of Lottie I. Burnap of Hopkinton, born 25 June 1876, Edmund A. Gerry and J. S. Gerry sureties. Ibid, vol. 488, p. 440 (see No. 700).

Children:

703. Walter Mellen, born 13 Nov. 1871, Marlborough.
704. Charles Lester, born 2 Feb. 1875, Hopkinton.
705. Jessie May, born 2 Sep. 1877.
706. Grace Belle, born 21 Jun. 1879.
707. George (Elbert not used), born 28 Nov. 1884.

491. Myron Burnap, born 22 April 1830, married 2 February 1852, at Elyria, Ohio, Elizabeth Freelove, born 25 December 1832, daughter of David and Betsey (Cushing) Bowen.

He lived at Bethel, Vt., and died there 14 April 1892, while his wife also died there 21 January 1906.

Children, born in Bethel, Vt.:

708. Edwin Averill, born 31 Dec. 1852.
709. Kate Josephine, born 17 Oct. 1854, died 24 Apl. 1908.
710. Frank Russell, born 2 May 1857.
711. John Myron, born 11 Sep. 1863.
712. Laura May, born 23 Apl. 1865.
713. Mary Elizabeth, born 2 Aug. 1868.

492. James C. Burnap, born 9 July 1837, married 16 January 1859, Annette A., born 23 March 1840, Bethel, Vt., daughter of Pliny and Lamira Warren. She died 27 July 1872, at Bethel, and he married 10 April 1878, Adeline Lillie, born 1 December 1837, at Bethel, but of Aurora, Ill., at the time of her marriage. He died 22 August 1900, at Bethel, where he had lived.

Children:

714. Daniel Lillie, born 12 Jan. 1866.
715. Bertha A., born 3 Apl. 1868.
716. Robert E., born 7 March or June, 1879.

493. Hayden Burnap, born 17 May 1840, married at an unknown date, Sarah Kelsey, and lived in Huntington, Ohio. No further particulars known.

494. Mary Burnap, born 2 June 1842, married Matthew Hussey, and lived in Rutland, Vt. No further record.

495. Florilla Burnap, born 22 November 1806, married before 1830, Isaac, born April 1806, son of Charles Pettys of Rhode Island. They had five children, but only one is known.

Child—Pettys:

Susan, born 23 Oct. 1830, married Mar. 1850, Raymond Stockwell.

496. Nancy Burnap, born 6 September 1808, married 29 September 1825, Elizur, born 16 or 22 November 1800, at Lisle, Broome County, N. Y., son of Ashbel and Rachel (Lusk) Olmsted of Simsbury, Conn., and Whitestown, N. Y. He was a farmer and lived in Union City, Mich. He died 13 August 1876.

Children—Olmsted:

Angeline, born 20 Jan. 1830, married 23 Jan. 1852, Levi Harrington.

Lavinia, born 15 Apl. 1832, married a Clark.

Porter, born 8 Nov. 1833, married 25 Dec. 1860, Eliza Jane Allen. He served in the 4th Battery, Michigan Light Artillery.

Lyman, born 3 Dec. 1834, died 6 Aug. 1836.

Philo, born 8 Oct. 1837, married Elizabeth Cooper. (He enlisted in the 122d N. Y. Regiment.) He died Jul. 1864.

Albert, born 3 Jun. 1841. He enlisted in 1860, died 27 Apl. 1863, in camp.

Sophia J., born 29 Aug. 1843.

Frank, born 10 Sep. 1847.

497. Benjamin Burnap was married and lived in Ohio; nothing is known except that he had six children.

498. Betsey Burnap married 10 September 1834, George Rossman. They had one child and she died in May, 1849.

499. Eleanor Burnap born 21 July 1814, married Chauncey Bailey, who died 28 April 1845, having had

six children. She married, January, 1846, Abram Cole, and by him had seven children.

500. Henry Chandler Burnap (Burnett), born 1 February 1818, married 18 January 1840, Mary Warracong. He was a millwright for the Government at Tallahoma and was captured by the Confederate forces at Nashville and marched to Corinth, Miss., where he died from exhaustion. He lived at Fayette, Ohio, and had eight children, of whom but one is known.

Child:

717. Alice Elizabeth, born 27 May 1846, Fayette, died 20 Mar. 1898.

501. Marshall Terry Burnap had a wife named Mary and lived at Ithaca, N. Y.

502. Sophia Burnap married Alanson Sealey, who died at Ithaca, N. Y., and she married Edward Garrison, who served in the Army and by whom she had three children.

503. Roena Burnap, born 31 March 1825, married 21 December 1848, Charles M., born 21 November 1827, son of Deacon M. Eaton. He worked in a pail factory and had two children.

Note:—Most of the facts concerning Harden Burnap's family above are taken from the Chandler Genealogy and leave much to be desired as to details.

504. Chloe Burnett, born 12 April 1805, married 15 December 1824, Manna, born 16 June 1796, son of Ashbel and Rachel (Lusk) Olmsted of Simsbury, Conn. and Whitestown, N. Y., whose brother Elizur married Nancy Burnap, No. 496, and widower of Maranda Goodenough, who died 18 May 1823.

He died 31 March 1866, and she died 12 November of the same year. They had lived at Triangle and Hartland, N. Y., but removed in 1841 to Union City, Branch County, Mich.

Children—Olmsted:

Marlin, born 16 Jan. 1826, died 17 Apl. 1826.
Maranda, born 27 May 1827, married Orville Morrill.
Lydia, born 2 Jun. 1829, married Edwin Andrews.
Andrew, born 20 Jun. 1831, died 25 Apl. 1832.
Maryett, born 8 Jan. 1834, married 4 Feb. 1850, Oliver Gernelvin French. She died 3 Apl. 1882.
Luman, born 2 Jan. 1835, married Janette Vosburg.
Cynthia, born 7 Dec. 1836, married Chauncey Bayley.
Bishop, born 13 Apl. 1839, died Feb. 1843.
Orris, born 15 Feb. 1846, died about 1891.

504. John Bodel (Bodle) Burnett, born about 1825, married a wife named Harriet N., but no other record of her is known. It is evident that he died about 1850 or 1851, as she was then a widow.

Bond of Lester and William Burnett, Jr. Lester Burnett, guardian to John Bodel, about 16, 13 March 1841.

John Bodel Burnett, deceased, insolvent. Bond 3 July 1851, Harriet N. Burnett, the widow, declines administration. 1 January 1851.

Probate Records, Hampton, Conn.

509. Wellington Cleveland Burnett, born 21 September 1829, married 6 December 1855, probably in California, Jennie Cromwell, born 9 June 1834 in New York, daughter of Charles and Jane (Scott) Cleveland.

He served in the Mexican War in 1846-47, volunteered at the age of 17 in the Ohio Regiment of Scott's Line, was commissioned a Lieutenant in the regular army for bravery, but never served.

He was State Senator 1855-6 from Yuba County, Cal., was City and County Attorney of San Francisco 1870-9 and Trustee of the Academy of Sciences. His wife was prominent in charitable societies.

They lived at Long Bar, California, and by 1859 in San Francisco.

Children, all but first born in San Francisco:

718. Isaac Gibson, born 28 Oct. 1856, Long Bar.
719. A daughter, born 11 Mar. 1859, died 11 Mar. 1859, San Francisco.

720. Charles Cleveland, born 6 Mar. 1860, died 3 May 1863, Long Bar.
721. Lester Grant, born 7 Aug. 1863. Law partner with his father in 1896.
722. Olive, born 22 Jan. 1866.
723. Gertrude Augusta, born 27 Sep. 1869.
724. Marius, born 20 Nov. 1872.
725. A son, born 3 May 1876, died 3 May 1876, San Francisco.

510. Edward Worthington Burnap, born 29 October 1842, was unmarried. He lived in California from 1855-64, six years in San Francisco, studied law at Ann Arbor 1867-8, graduated at the College of Physicians and Surgeons in New York City in March, 1869, practised in that city, was a member of the 7th Regiment N. G. S. N. Y. and Quartermaster Sergeant of Company F in 1881. He died in New York City 22 September 1895.

511. Dolly Chamberlain Burnett, born 2 January 1825, married 24 December 1844, Charles F. Wilson, a bookbinder and lived in Worcester, Mass.

Child, born in Worcester—Wilson:
Sarah Elizabeth, born 10 Jan. 1846.

512. Elizabeth Burnett, born 17 September 1826, married Marshall, born 7 June 1823, at Worcester, son of Elisha and Sarah (Chamberlain) Flagg, and had three children.

513. Luther Burnett, born probably before 1832, married 21 July 1853, Prudence E., born 1 October 1835, daughter of Abram and Nancy (Lyman) Collins of Parishville, N. Y.

Luther Burnett, Jr., of Worcester, spendthrift, guardian prayed for by the Selectmen 27 January 1841. Jonas Bartlett was appointed 2 March 1841. He prays for discharge 30 August 1844 on account of his business and is relieved. Alexander de Witt of Oxford is appointed 5 November 1844, and others later.

The heirs-at-law and connections of Luther Burnett of Worcester are informed that a petition is pending for the removal of the guardianship and request that said

guardianship be removed. Charles F. Wilson, Dolly C. Wilson, Elizabeth Burnett, Warren Burnett, Dolly B. Graves and Calvin A. Burnett. No date and no date to the petition, but the selectmen give notice that action will be taken 16 March 1847.

Worcester Probate Records, No. 9197.

Children:

726. Laura E., born 8 Feb. 1855.
727. John Fremont, born 6 June 1856(?), died 1858.
728. Martha, born 16 Sep. 1856.
729. David A., born 17 Nov. 1864.
730. Mary A., born 2 Mar. 1866.

521. Marshall Sumner Burnett, born 6 May 1830, married 22 January 1882, Adaline A., born 25 April 1860, Georgia, daughter of Samuel Burrill. They lived at Highland, Macon County, N. C.

523. Austin Coolidge Burnett, born 11 November 1834, married 31 December 1857, at Dudley, Mass., Emma, born 20 November 1837, at Dudley, daughter of George Nelson and Sarah Ann (White) Perry of that place.

He lived at Dudley and Webster, Mass., was a shoemaker and in 1888 was a Trustee of the Oxford Agricultural Society.

She died 1 January 1897, at Webster, and he died there 9 October 1906.

Children, born in Dudley:

731. Frank George, born 30 May 1860, died 3 Mar. 1912, at Pawtucket, R. I.
732. Fred Nelson, born 30 May 1860, died 20 Feb. 1912, at Attleboro, Mass.
733. A Daughter, still-born 17 Mar. 1862.
734. Emma Josephine, born 12 May 1866.
735. Elizabeth L., born 6 Sep. 1870.

525. Francis Elsworth Burnett, born 4 June 1838, married 7 March 1867, Mary A., born 22 September 1842, daughter of John and probably Rebecca (Barret) Haskell.

He graduated at Amherst College in 1867 and was a teacher in Dudley and Woodstock Academies, Putnam High School, was Superintendent of Schools at Auburn, Me., and Principal McGaw Institute. He was a graduate of Harvard University in 1884.

He lived at Dudley, Woodstock, Putnam, Auburn, Me., and Reed's Ferry, N. H. In 1916 he was living on Grove Street, Putnam, Conn.

Children:

736. Mary L., born 1871, died 1873.
737. John E., born 24 Nov. 1873.
738. Florence E., born 22 Sep. 1879.
739. Clarence A., born 7 May 1883.

526. Emeline Jane Burnett, born 16 April 1842, married 16 June 1862, Charles I., born 1 April 1839, Killingly, Conn., son of Chad B. and Emily Ann (Field) Carey. He died 14 December 1865, at Worcester, and she married 6 November 1870, Harvey F. Newton, born 2 May 1838, at Vernon, Vt.

In 1916 they were living at 2 Brighton Road, Worcester, Mass.

Children—Newton:

Charles H., born 1874, died 1874.
Arthur T., born 1877, died 1877.
Minnie A., born 23 Aug. 1880.

Carey:

Gertrude L., born 10 Jul. 1863, died young.

527. Edwin L. Burnett, born about 1837, married 5 September 1861, Eliza A. or M., born about 1834, daughter of Ora and Rebecca Buckman, she being then of Cambridge. They were married at Boston and probably lived in West Roxbury, where he died 1 October 1871, and she married 29 October 1872, Alfred Thomas Hersee, born about 1848, London, England, and at that time of Dedham, Mass. He was the son of Alfred and Mary Ann Hersee of London.

Eliza A. Hersee of Boston is to Alice W. Burnett, single, of Boston, the next of kin, her mother, her father

deceased 1871, and she having married Alfred T. [S.?] Hersee, and she prays that administration be granted, 29 March 1887, which was granted 1 April 1887, James Jackson and Alfred T. [S.?] Hersee sureties.

Suffolk Probate Records, vol. 592, p. 342.

Child:

741. ALICE W., born 25 Nov. 1868, died 14 Mar. 1887, intestate, Boston.

528. WARREN WEBSTER BURNETT, born about 1846, married 11 April 1867, at Melrose, Mass., Rosamond A., born about 1846, Barrington, N. H., daughter of Benjamin F. and Rosamond D. Twombly. They were both of Melrose at the date of marriage, and he died in 1870. She married 8 September 1872, Bamford G., born about 1836, Elgin, N. B., son of Thomas and Ruth Leman, a carpenter in Boston when married.

Petition 4 October 1870 of the widow Rosamond A. Burnett for guardianship of Warren Webster Burnett of Melrose, minor, under 14, she being the surviving parent.

Petition 4 October 1870 of the widow Rosamond A. Burnett for administration on the estate of Warren W. Burnett of Melrose, intestate.

Mddx. Probate Records, vol. 421, p. 291, vol. 373, p. 394.

Child:

742. WARREN WEBSTER, born 26 Aug. 1867, Melrose.

535. NELLA M. BURNETT, born 5 May 1850, married 1 January 1872, at Springfield, Dwight S., born about 1847, at Dana, Mass., son of Seth D. and Delucia S. Williams. No further records have been found.

536. MARTHA E. BURNETT, born about 1856, married 11 January 1877, at Springfield, K. Arthur, born about 1852, at Lowell, Mass., son of William and Sarah Dearden. Both were of Springfield at the time of marriage.

539. JOHN SMITH BURNAP, born 8 June 1824, married 24 November 1853, Minerva, born 5 April 1829, at Uxbridge, daughter of Andrew and Miranda Hall.

He lived in Sutton and Whitinsville and the house he was occupying in 1878 was built by Lot Simpson, next owned by Henry Bright Harbach, then by James King, then by Daniel Harbach and occupied by his son Charles D. Harbach, who deeded it to John Burnap in 1821. He was a carpenter by trade.

His wife died in Sutton 24 October 1887, aged 58:6:19, and he died there 11 January 1911.

Children:

743. Jennie Abby, born 4 Dec. 1857, Sutton.
744. George Eaton, born 24 Jun. 1859, Northbridge (State Record) or Uxbridge (record of his death), died 22 Jan. 1864, æ 4:7:0, Sutton.
745. John Andrew, born 28 Jan. 1863, Sutton, died 5 Feb. 1864, æ 1:0:8.
746. Sarah Elizabeth, born 1 Jan. 1865, Sutton.
746. Addie Minerva, born 4 Feb. 1868, died 11 Jan. 1911.
747. Willard Edgar, born 26 Nov. 1869.

540. Eliza Jane Burnap, born 3 May 1827, married 4 July 1861, Otis, born about 1818, Uxbridge, Mass., son of Andrew and Miranda Hall, who had been previously married.

He was a box-maker in Sutton and died there 3 December 1905, and no children have been found.

541. Mary Fidelia Burnap, born 27 August 1830, married 1 June 1864, at Sutton, Simon W., born 18 November 1816, Sutton, son of Simeon and Deborah Stockwell.

He was a farmer and lived in Sutton; no children have been found. He died 11 Nov. 1901, and she died 30 Aug. 1915.

543. Amy Davenport Burnap, died unmarried about 1850.

The will of Amy Davenport Burnap of Paxton, single. To sister Caroline G. Burnap, to the Board of Commissioners of Foreign Missions, to my friend Elizabeth H. Childs of Paxton, to my sister Selinda W. Burnap, residue to my mother Aurelia C. Burnap, sister Celinda W. Bur-

nap, sister Caroline G. Burnap, brother Willard A. Burnap; Deacon Samuel D. Harrington executor. 2 September 1849.

Witnesses:—Richard S. Wood
Julia A. White
William White
all of Maine.

Proved 3 September 1850.

Samuel D. Harrington as guardian of Caroline G., Celinda W. and Willard A. Burnap consents.

Worcester Probate Records, No. 9142.

545. Celinda Warren Burnap, born before 1841, appears from the will of her aunt Bethiah to have married a Clow of Newbury, Iowa. From other family wills she seems to have died, probably in Nevada, Minn., about 1868 or 1869.

546. Willard Abijah Burnap, born in Tuftenborough, N. H., date unknown, is shown by the birth records of his children to have had a wife Mary E. and to have lived in Dover, N. H. He was living in Forest City, Iowa, in 1865, in Chicago in 1869, and he was in Clear Lake, Iowa, in 1915. He is called "Landlord" in the birth records, but nothing further has been found. It is somewhat uncertain whether his name was Willard or William, as both names appear in the probate papers.

Children, born in Dover, N. H.:

748. Willard L., born 28 Jan. 1874.

749. Mattie B., born in Iowa 1882, died 21 Apl. 1882, æ 2:11, Dover.

549. Eliza Ann Burnap, born 29 August 1836, married 2 September 1863, Moses Dwinnel, born 28 November 1836, at Auburn, Mass., son of Andrew B. and Hannah (Dwinnel) Garfield.

He was a merchant in Millbury, Mass., at the time of his marriage and his wife died after 1886, but no further records have been found.

551. Wyman Reed Burnap, born 2 January 1836, enlisted 19 July 1862, and was promoted to the rank of

Sergeant 1 September 1864; he was wounded at the battle of Winchester, 19 September 1864, and died there 20 September 1864, being buried the following day.

552. Mary Henshaw Burnap, born 22 April 1837, married 5 February 1857, at Cabot, Vt., Levi, son of Edwin and Olive (Dwinell) Pitkin, and lived at Marshfield, Vt., where she died 23 November 1903.

Children—Pitkin:

Edwin Watson, born 5 Oct. 1860, married 13 Mar. 1883, Bertha May Merritt.

Elmer Ellsworth, born 29 Jan. 1865, died 21 Apl. 1878.

Edith Susan (Susan A.), born 29 Apl. 1868, Marshfield (or 28 Apl. 1867), died 9 Jul. 1884.

Eva Estella, born 1 Oct. 1873, Marshfield, died 13 Apl. 1878, Marshfield.

553. Charles Hawes Burnap, born 2 December 1839, married 8 February 1866, at Calais, Vt., Sarah Williams, born at Calais, daughter of Gilbert and Elfrida (Wheelock) Leonard.

Child, born at Calais:

752. Lura Estelle, born 26 Jun. 1869.

554. Isabel Frances Burnap, born 2 July 1842, married 7 May 1862 or 1863, at Montpelier, Vt., Orlando H., born about 1836, son of Gilbert and Elfrida (Wheelock) Leonard, brother of the wife of her brother Charles Hawes Burnap.

They lived at Calais, Vt., and she died there 26 August 1901.

Children, born at Calais—Leonard:

Lew Wallace, born about 1868, married 24 Feb. 1897, Florence Jennie Fay.

Lothair Lewis, born 19 Jan. 1874, married 25 Dec. 1906, Emily Pardee Silcox.

555. Ruth Tucker Burnap, born 15 August 1845, married 10 November 1870, George Henry, born about 1841, at Calais, son of Clark Stevens and Luthera (Wheelock) Gray.

They were married at Barre, Vt., and lived at East Calais, where she died 25 November 1879.

Child, born at Calais—GRAY:

IVAN WARD, born 17 Sep. 1871, married 19 Oct. 1898, Laura Ola Leonard. He was living at East Calais in 1916.

556. HARVEY ELLSWORTH BURNAP, born 16 August 1847, married 12 December 1882, at Calais, Myra Lucy, born about 1856, at Calais, daughter of Carlos S. Samuel and Mary Jane (Hathaway) Jacobs.

They lived at Calais and Hardwick, Vt.

Child, born at Calais:

753. BLANCHE SUSAN, born 15 Oct. 1884.

557. EUNICE ANNIE BURNAP, born 24 July 1852, married 25 December 1899, Eri Peter, born about 1858, at Marshfield, Vt., son of Osgood D. and Mira (Woodcock) Whitcomb. They lived at Marshfield, Vt., where she died 15 August 1905, but no children are known.

558. MARY DORCAS BURNAP, born 18 July 1872, married 21 October 1891, Ola Henry, born 17 June 1870, at Marshfield, son of Chester Wright and Orpah L. (Jacobs) Dwinell.

He was a farmer in Cabot, and in 1916 was living in Marshfield.

Children, born in Cabot—DWINELL.

HESTER BURNAP, born 16 Apl. 1906.

ORPAH, born 29 Jan. 1914.

559. LUKE BURNAP, born 25 November 1806, married 17 May 1843, Eliza Abbie, born 19 October 1809, at Chesterfield, Vt., daughter of Joseph and Hannah (Reed) Farr.

They lived at Grafton, Vt., where she died 13 July 1871, aged 60, and he died 7 December 1873, aged 67.

The Ruggles Genealogy says they had no issue, but this is apparently an error.

Child, born in Grafton:

754. JENNIE, born about 1841, died 26 Aug. 1875, æ 34, Grafton, unmarried.

562. Lucy Gleason Burnap, born 8 July 1813, married 19 September 1832, Joseph Bridges, born 27 August 1808, at Bakersfield, Vt., son of Henry and Lucretia Dunton.

He was a cabinet-maker and had a fruit farm at Townshend, Vt., and before 1854 they were divorced for incompatibility, after which he lived in New York City and Vineland, N. J., where he died 6 December 1891.

She married 18 December 1854, at Townshend, Edwin D., son of William Harris, and she died 29 December 1883, at Townshend, aged 70:5:21.

Children—Dunton:

Olive Maria, born 4 Sep. 1833, married Alonzo Judah Holmes.

Julia Adela, born 5 Nov. 1835, married James W. Brown.

Abigail Burnap, born 4 Jul. 1836?, married Charles Clark Toft. She died Oct. 1913.

Harris:

Nellie Eudora, born 25 Nov. 1856, died aged 10.

Minnie N. (Lewis), adopted daughter, died aged 24.

565. John Thomas Burnap, born 19 April 1820, married 1 January 1840(?), Nancy Boynton of West Townshend, Vt.

They lived at Jamaica, Vt., where he died 8 November 1899, aged 78:8:0.

Children, born in Jamaica:

755. Isabelle E., born Jan. 1841 (?'51), died 21 Jul. 1865, æ 14:7:15.

756. Vina M., born about 1859.

757. Elnora J., born 17 Feb. 1863, died 4 Jul. 1865, æ 2:4:17.

758. Edna, unmarried.

566. Martin Luther Burnap, born 16 March 1822, married 20 December 1848, at Jamaica, Phila (Phoebe?) P., born 20 March 1825, Jamaica, daughter of Samuel and Vina Boynton.

They lived at Westminster and Townshend, where he died 8 January, 1862.

(*To be continued*)

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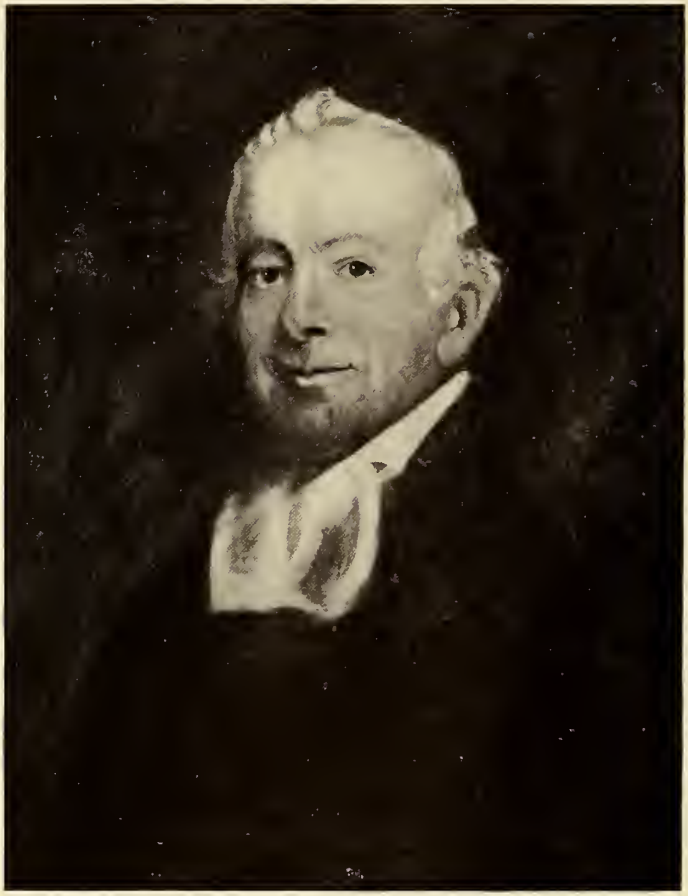

REV. MANASSEH CUTLER, LL.D.

From a painting in the possession of the Essex Institute.

HISTORICAL COLLECTIONS
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A PIONEER OF THE NORTHWEST.

BY RALPH BERTRAM HARRIS.

Rev. Manasseh Cutler* was born in Killingly, Connecticut, May 13th, 1742. His father, Hezekiah Cutler, on the death of *his* father, came into possession of the fertile acres of the homestead on the eastern border of Killingly. The line dividing Connecticut and Rhode Island passed directly through the house. Here his mother and sister resided with him. Hezekiah faithfully performed the duties his father had required, and early developed those fine traits of character which distinguished him throughout his long life. On December 5, 1734, he married Susanna Clark, the daughter of Hanniel Clark, one of the early surveyors of Windham County, Conn. Susanna, the mother of Manasseh, is said to have been "a lady of great personal beauty and strength of mind, with an education in advance of her time."

Hezekiah Cutler removed when Manasseh was very young to the vicinity of the Meeting House, on Killingly Hill, and was prominent in town and church affairs. He is described as a man who had a commanding influence with those around him, was dignified in his appearance and manners, was respected for his wise and prudent counsel and his great firmness of character. He was regarded as a truly benevolent and Christian man, a peacemaker among his neighbors, a friend to the poor, and an intelligent, public-spirited citizen.

On the Killingly farm, under the guidance of his father and the loving, watchful eye of a mother who devoted

* The material for this article was obtained from The Life and Letters of Manasseh Cutler, Wiley and Rines' compilation for a History of the United States, and various pamphlets in possession of the Essex Institute.

herself to the improvement of her children, Manasseh Cutler grew up with those habits and principles that are sure to form a useful and worthy character. The labors of the farm in which he participated, gave to him a very fine physical development and valuable habits of industry. His early practical knowledge led, in after life, to efforts for the improvement of the methods then practised in agriculture, and accounts for his marked success as a farmer and horticulturist.

This rural life gave him a liking for skating, fishing, gunning and other field diversions, which he had abundant opportunity to enjoy; and doubtless fostered an inherent love of nature which permeated his whole being, influencing his studies and leading him to devote much time and thought to the pursuit of the different branches of natural history.

In youth he had the advantage of such schools as the country then afforded, but as he approached manhood, he manifested an earnest desire for a more liberal and thorough education.

In the absence of academies he was placed under the care and instruction of the Rev. Aaron Brown, pastor of the church in Killingly, to be prepared for college. During these years of preparation he was associated with a stepson of Rev. Mr. Brown, by the name of Joseph Howe, a brilliant scholar, with whom he entered Yale in 1761.

Howe and Cutler graduated in 1765. Cutler was distinguished for diligence and proficiency and graduated with high honors from college to attain distinction in various departments. After practising law for a time in Edgartown, he studied theology and was ordained pastor of the church at Ipswich Hamlet, Mass., Sept. 11, 1771 (29 years old). In writing of his ordination, Dr. Cutler said: "All the parts were conducted with great decency and decorum. There was a vast concourse of people, the house was thronged exceedingly; the broad alley was so filled that it was with the greatest difficulty that the Council got into the meeting house. (The Council consisted of the Pastors of 10 churches and their delegates.) It was judged that not more than half the people were able to get into the house. We had a very handsome

entertainment provided at Mrs. Wigglesworth's. Mr. Obadiah Parsons undertook the business."

Cutler was a man of unusual breadth and solidity of character; and while performing his pastoral duties with great fidelity and acceptance, he gave much time and thought to political and scientific investigations, fitting him to bear a prominent part in the development of the future republic.

He kept a daily record of his personal affairs, beginning in the year 1765, when he was 23 years of age, then a school teacher at Dedham, and ending in the year 1823, the year of his death. In this journal, under the date of Dec. 24, 1765, we find this entry, which introduces us to the amiable lady who later became his wife:

"Set out for Boston in the carriage with Miss Polly Balch; very cold. It being Christmas eve, the bells in Christ Church were rung, chimed, played tunes, etc. Christ Church is a large brick building situated at the north end and is the first church founded in the town."

Again, on Sept. 7, 1766, we find this entry:

"This day appointed to celebrate the marriage ceremony between myself and Miss Mary Balch. The guests invited to be present were:—

Nath. C. Sumner, Esq., and his lady
Capt. Nath. C. Dean " " "
Zebediah Clark " " "
Jonathan Dean " " "
Increase Sumner " " "
Deacon Everett " " "
Samuel Sumner " " "
Benjamin "
Asa Everett
Miss Polly Sumner
Miss Isabel Everett.

"A handsome supper was prepared. At 7 o'clock Rev. Mr. Balch performed the ceremony after which an appropriate Psalm was sung, supper was served and the evening spent in a very agreeable manner."

Manasseh Cutler was an enthusiast in the pursuit of knowledge and, particularly adapted to teach, he often had pupils under his instruction. In 1782 he decided to devote more time to the business of teaching, and accordingly opened his popular and successful private boarding

school, which was continued for more than a quarter of a century. The following account of the school was given by his son, Temple Cutler, in later years:

"Soon after his settlement at Ipswich Hamlet, he commenced a school in his own house for the instruction of youth, not only in the various branches of an English education, but he also fitted for college.

"He often had with him young gentlemen engaged in the study of theology. Many young men, sons of merchants in the West India Islands of various nations, French, Spanish and Dutch, obtained their English education with him. Some of the most eminent merchants in Salem, Gloucester, Boston, and other neighboring towns, received the most of their education, or were prepared for college in his school. They were of the families of Cabot, Derby, Grafton, Lowell, Peele, Silsbee, Pearce of Gloucester, Phelps, Conant, Low, and many others not now recollected.

"He also taught seamen the art of navigation, giving instructions particularly in lunar observations, then little practised by navigators. Watkins of Salem, who published a Nautical Almanac, was one of his pupils at Hamilton. Among those he prepared for college were the late Willard Peele, Esq., and Hon. Nath. Silsbee, colleague af Daniel Webster in the U. S. Senate. Hon. Mr. Silsbee, in a letter dated Aug. 1, 1849, says of Dr. Cutler: 'During the four years that I was Dr. Cutler's pupil and a resident of his family very much of his time was devoted to botany, so much so as to attract attention and to cause frequent calls upon him from different parts of our own country and occasionally from Europe.' "

His diary, which has already been mentioned, is filled with the most interesting details. It presents not only a faithful photograph of the personal characteristics of the man, but an instructive view of public affairs, of the social life as well as the labors of that influential body of men known as the New England or Puritan Clergy. The names of his associates in these daily records are known not only at home, but abroad. Their personal influence was felt in that most important crisis from 1766 to 1787. Not only were they faithful instructors in religion, but also intelligent friends of their country in its

great struggle for independence. In church and state they were most efficient founders and builders. The extent and frequency of their social intercourse is worthy of note. They were a power in the land, and their power was also exerted in the line of the highest attainment of a Christian civilization.

Dr. Cutler marched with the Ipswich Minute Men for Lexington and saw the retreat of the British in Boston. It is interesting to note the following entry, under date of March 21, 1775:

"At sunset we got almost into Cambridge and met with our people just after they fired their last gun. The British fought upon a retreat from Concord to Cambridge where they had boats to take them on board to Boston. It is not known how many were killed on either side."

Again, on May 8, we read: "By this time we obtained an exact account of the number of Provincials that were killed and wounded in the battle of the 19th:—40 killed, 20 wounded. The number of Regulars that went out was 800 in the first brigade and 1200 in the second, who met the first at Lexington. It is pretty certain that near 300 Regulars were taken, killed, or wounded, and many more were surfeited so that their loss upon the whole is said to be at least 500. It is not supposed that more than 300 of our men were actually engaged in battle at a time, for the whole day, but yet the Regulars who had 2 field pieces, fled with surprising precipitation. They took only 2 prisoners but what they killed or let go again."

Cutler became Chaplain of the 11th Mass. Regt. in 1776, and was complimented for his gallantry by its commander with the present of a horse. He added to his parochial charges later in the war,—a common practice in New England,—the duties of a family physician while the local practitioner was serving as an army surgeon, and he treated at one time no less than two score smallpox patients. Frequent references in his diary at this period in his life mention the illness and sometimes death of his neighbors from this dread disease.

In a letter dated June 13, 1785, directed to the Massachusetts Medical Society, he writes as follows: "I have received your letter enclosing an extract from the Records of the Mass. Medical Soc'y by which I am informed that

the Soc'y has been pleased to elect me an Honorary Fellow. I very sensibly feel the honor conferred upon me by so learned and respectable a society. The mark of attention is most flattering, as the medical art is *not* my profession. Should it be in my power to contribute in the smallest degree toward promoting so laudable an institution it will give me the highest pleasure."

It is not possible to recount all his varied pursuits, but the bewildering number of lectures, ministers' meetings, fasts and thanksgivings, visitings, weddings and funerals which he recorded in his diary, causes wonder that he had time to add the practice of medicine, and that any time was left for study. Yet he thus occupied his time and in addition to these, his garden and farm received his personal supervision.

He made himself the earliest authority upon the flora of New England, and called attention to the appearance of the magnolia in the Essex and Gloucester woods as early as 1793, deriving his first intimation of the presence of this southern exotic from Chief Justice Theophilus Parsons, according to the Journal kept by Dr. Bentley.

He was of the first party to ascend the White Mountains and to make, in 1784, an estimate of their height. A most interesting and detailed account of this trip is given in his diary.

Two or three years later Dr. Cutler planned another trip to the mountains for further observations, but it was not until twenty years from that date, 1804, that, with several friends, among who were Dr. Nathaniel Bowditch and Prof. W. D. Peck (professor of natural history in Harvard University), Dr. Cutler again visited the White Mountains. He had for many years been much interested in botanical investigations, and on this excursion his attention was chiefly directed to this particular branch of study.

The coincidence is worthy of note that two preachers possessed of such marked qualities of mind and character as Dr. Cutler and Dr. Bentley exhibited, should have been contemporaries and near neighbors as well, during the active portion of their lives. If Dr. Bentley were the more accomplished linguist and general scholar, Dr. Cutler was probably the better grounded of the two in

natural science. If Dr. Cutler had a more signal career in being fortunate enough to push important measures of politics and administration to a successful issue, Dr. Bentley was the more outspoken of the two, in season and out of season, in the radical Jeffersonian Republicanism which, as a lad, he imbibed at the famous old North End Caucuses, inspired and conducted by Samuel Adams amongst his stalwart Boston adherents in the immediate neighborhood of Bentley's birthplace, whilst the studious Latin School scholar was growing into a strenuous and patriotic orator. Dr. Cutler, on the other hand, worked out *his* career no less resolutely and effectively in silence. He became a member of the leading scientific societies of the country, to which he contributed papers on astronomy and on natural science. In 1791 Yale University conferred upon him the degree of LL.D.

At about this time, January, 1793, a matter of particular interest to Dr. Cutler's parishioners claimed his attention and efforts. "The people of the Hamlet, thinking themselves deprived of essential rights and privileges to which they had a just claim and that they were subjected to burdens and inconveniences which they ought not to bear," were very desirous to be separated from Ipswich and to be formed into a separate town. To accomplish this, they sought the aid of their pastor, to whom they were accustomed to turn in every emergency. Accordingly, a committee consisting of Dr. Cutler, Col. Dodge, Mr. Giddings and Mr. Lamson, were appointed to go to Boston and to apply to the General Court for an Act of Incorporation of the parish. The town of Ipswich was actively opposed to the movement, and was ably represented in the Court.

After a long period of lobbying, delays, and many conferences with the agents of the town, they came to an agreement which was executed by Stephen Choat, John Heard and Jonathan Cogswell on the part of Ipswich, and Dr. Cutler, Robert Dodge, Joshua Giddings and Jonathan Lamson on the part of the parish. On June 21, more than four months after the application was made, the engrossed bill for incorporating Ipswich Hamlet into a town by the name of Hamilton, passed the House of Representatives to be sent to the Senate (named after

Alexander Hamilton, for whom Dr. Cutler had great admiration).

Up to about the year 1787 Dr. Cutler had shared the labors of his time with his brethren; but now, at the age of 45, he enters upon one of those peculiar episodes of human life that would seem like detaching a well-regulated planet from its orbit and sending it off on an errand fraught with immensely greater results than any that could have been accomplished in its ordinary course. He did not ignore or abandon his chosen profession, or slacken his pursuit of the higher branches of knowledge. He rather brought to bear upon his new enterprise all the acquisitions, experiences, sound judgment and elevated aspirations of his life hitherto. He therefore entered upon the so-called Ohio venture with a zeal and enthusiasm that called forth all his energies. Most fortunately for correct history, he preserved, in the form of correspondence and journals, the principal facts. It was the purpose of Dr. Cutler and his associates to purchase a large tract of western land upon which to organize the first permanent occupation of the Northwestern Territory. That his personal influence was direct and positive in bringing about these results appears in his diary, in which he assigns several reasons why he pursued a line of negotiation that in the end accomplished the results.

The ordinance for the government of the Northwest Territory was the first subject to receive his attention; then came the land purchase,—though with him they were essentially one transaction. He expected to make his own home on that distant soil, and he had, before he undertook the negotiation with Congress, prevailed upon more than one hundred of his neighbors and personal friends to cast in their lot with him.

Upon the close of the Revolutionary War in 1783, the soldiers and officers found themselves confronted with grim penury and began to look about for some peaceful occupation. Even before the treaty of peace was signed, it was rumored that a movement was on foot to form a new state in the west. These associates of Cutler and his friends represented that army by whose sacrifice and blood the western country had been conquered from the British crown, and these were the men who were demanding of

Congress their bounties, with the additional privilege of converting their "final settlement certificates" into these lands. These associates, like Cutler and Rufus Putnam, were New England men, firmly and intelligently attached to their own distinctive principles and social habits. It was therefore incumbent upon the originators of the colonization idea to secure both law and land that would correspond to their wishes.

It must be borne in mind that the organization of a new state was a distinctive and leading feature in the scheme Cutler was laboring to promote. Its main purpose had been well considered by those associates who had constituted him their agent. They left it to him to mature more carefully the details and principles when he should have to deal directly with that Congress which exercised a rightful sovereignty over the whole subject.

There had been a number of discussions in Congress regarding the disposition of the western lands, and various measures had been suggested, which were ultimately incorporated in the Ordinance of 1787, but no action was taken that indicated an agreement on the whole Ordinance until the spring of that year. No one took a greater interest in the settling of the western territory than General Washington. He watched every move of Congress, he counseled and advised. He urged a favorable consideration of their petition. No man connected with the history of our country ever exerted a greater positive influence over his associates than he did over those who were his immediate and intimate companions during the great Revolutionary struggle. He had personal enemies and was the object of that jealousy that is one of the certain and most active attendants upon all military enterprises, but the fierce antagonisms in the case of Washington, while they failed to displace him from command, rallied to his support a host of true and tried friends, whose sympathies and attachments were never diminished by accusation and never lost their warmth either during the struggle or after its close.

The fortunes of war thus threw Washington into close companionship with the very men who, at the close of the great struggle, were prepared by their adventurous spirit and their stern necessities to seek for new homes, while

they abandoned those which had been made desolate.

It had been urged upon the States by Congress to relinquish such claims as they might have to the western territory, the motive being constantly pressed that their property should be used as a support to the "public credit" and for "payment of the public debt." It was at that time their only reliable resource. They could not levy or collect one dollar by taxation of any kind. The lands had no value unless it could be imparted to them by an actual sale. The effort to obtain money from sales in the seven ranges had not succeeded.

Here, however, was a proposition to pay off the most sacred of national obligations: a debt representing the services and sacrifices of that army to whose valor the nation owed its life. Under these circumstances the motive was one of peculiar urgency, and its use by the agent of the Associates representing the Army was legitimate and undoubtedly contributed to its success.

The theory of making wild lands a basis of revenue and a support to the finances of the government was really a new departure in that direction. Congress, however, entered upon the policy of treating the vacant lands as property to be used for the common benefit and as a support for the public credit.

In 1785 Rufus Putnam was elected Surveyor for Massachusetts, but as he was unable to serve, Gen. Benjamin Tupper was temporarily appointed to the position. In the summer of that year Tupper set out for the west, but upon reaching Pittsburg learned that the Indians were on the warpath and proceeded no further. The Shawanese were the principal objectors to the advance of the whites. By the treaty of Fort Stanwix (now Rome, N. Y.), Oct. 22, 1784, the Iroquois had surrendered all claims to lands northwest of the Ohio, but the western tribes disputed that the Iroquois had title there. By the treaty of Fort McIntosh, Jan. 21, 1785, a part of the Chippewas, Wyandots, Ottawas and Delawares ceded more than half of Ohio, and in the latter part of 1785 Gen. Samuel Holden Parsons joined George Rodgers Clark and Col. Richard Butler in an endeavor to bring the Shawanese to terms. Though the Indians were reluctant to surrender their old towns, the Commissioner pointed out to them that they

held their territory only by the sufferance of the tribes which had already ceded, and that unless they relinquished their territory, war would be declared against them. In January, 1786, therefore, they signed a treaty at Fort Finney, at the mouth of the Great Miami, surrendering their territory, and with the consent of the Wyandots and Delawares, were given a tract of land running from the northern part of the Great Miami to the Wabash.

Meanwhile, so favorably impressed was Tupper with his view of the west, that upon his return to Massachusetts he determined to organize a band of emigrants in the New England states for colonization in the west. In January, 1786, he and Putnam formed an association for that purpose, called the Ohio Company.

A meeting of Massachusetts men was held in Boston in the March of that year at the Bunch of Grapes Tavern. The men present were Winthrop Sargent and John Mills of Suffolk County; Manasseh Cutler from Essex; John Brooks and Thomas Cushing from Middlesex; Benjamin Tupper from Hampshire; Crocker Sampson from Plymouth; Rufus Putnam from Worcester; John Patterson and Jelaliel Woodbridge from Berkshire, and Abraham Williams from Barnstable. General Putnam was chairman of the meeting and Major Winthrop Sargent was secretary. It appears from the records of the Ohio Company, that:

"From the very pleasing description of the western country given by Gens. Putnam and Tupper and others, it appearing excellent to form a settlement there, a motion was made for choosing a committee to prepare a draft of a plan of an association into a company for said purpose, for the inspection and approbation of the convention.

"Resolved in the affirmative. Also resolved that the committee consist of five. Gen. Putnam, Manasseh Cutler, Col. Brooks, Major Sargent and Capt. Cushing were elected."

As a result of this committee's report, a plan was devised for raising a fund of $1,000,000 in Continental certificates, the funds to be applied to the purchase and settlement of the lands in the western territory. This fund was to be divided into 1,000 shares of $1,000 each, every lot of 20 shares was to constitute a division, which was

to choose an agent, and the latter were to elect directors and a treasurer.

Considering the prevailing financial condition,subscriptions came in rapidly, and on March 8 a meeting of agents was held at which Putnam, Parsons and Manesseh Cutler were made directors. These men were chosen to go before Congress for the purpose of obtaining the rights to purchase the lands.

By the time Cutler reached New York, the memorial of the Ohio Company had been drawn up by Parsons and was presented to Congress.

The memorial drawn up by Parsons asked that a "tract of country within the Western Territory of the U. S. at some convenient place may be granted them at a reasonable price upon their paying a sum not to exceed $1,000,000 and not less than $500,000, and that such of the associators as by the Resolution of Congress as are entitled to receive their lands for their military services may have their lands assigned them within the aforesaid Grant." While this memorial contained no objection to the ordinance then before Congress, it is reasonable to suppose that it exerted a great influence in stopping action upon it and resulted in the introduction of a new draft.

The plan, as has already been stated, appealed to Congress, because, by this transaction, there was prospect of materially reducing the public debt. Congress, however, lacked a quorum at the time and none could be obtained between May 12 and July 4. Parsons therefore decided to return home, turning over the actual negotiation to his co-director, Manasseh Cutler.

Cutler arrived at New York on July 5, and on the following day, a quorum now being present, made a new proposal for the purchase of these lands, the matter on the same day being referred to the old Committee on the Parsons Memorial.

On the 9th the proposal was sent to a new committee, consisting of Dane and Smith of New York, Carrington and Richard H. Lee of Virginia, and Kean of South Carolina, and it was determined to push this to a conclusion before considering the matter of a sale.

The Committee reported on the 11th, and having been made a special order of business, was read and amended on the 12th. On the 13th it was advanced to the third reading and passed, Abraham Yates, Jr., whom Roosevelt

called a "nobody from New York," registering the only vote against it.

Cutler now experienced much difficulty in obtaining the terms he desired, which were chiefly "3 shillings 6 pence continental money or ½ of a dollar coin per acre for the tract, with sections 8, 11, 26 of each township to be reserved by Congress for future sale, section 16 to be donated for school land, section 29 to be donated for religious purposes and 2 entire townships to be donated for a university." On July 19, Congress came to the conclusion that the lowest prices acceptable per acre for the land was a dollar in specie or Continental money on a specie basis, but a discount of 33⅓% was allowed for bad lands, expenses, etc. No allowance was made for the university or for religious purposes. Cutler refused these terms. He was discouraged at the delays and threatened to return home. His friends in New York tried to dissuade him, assuring him that he had made many friends in Congress, who would make every exertion possible in his favor. They said it was an object of such magnitude that he must not expect to accomplish it in less than two or three months. If he desired it, they offered to take the matter up on different ground and they did not doubt they should obtain terms agreeable to his wishes.

At the instigation of Colonel Duer and upon the urgent request of Winthrop Sargent, Cutler secretly consented to take in another company and to buy lands as its own agent though apparently for his own company. Thenceforth Duer and Sargent took an active interest.

On July 20, 1787, Dr. Cutler says in his journal that "Col. Duer came to me with proposals from a number of the principal characters in the city to extend the contract and take in another company, but that it should be kept a profound secret, and offered me generous conditions if I would accomplish the business for them. In this way we would obtain the grant of near 5,000,000 acres of land amounting to $3,500,000, 1,500,000 acres for the Ohio Co. and the remainder for a private speculation. Without connecting this speculation, similar terms and advantages could not have been obtained for the Ohio Co. This specualtion was the Scioto Co., which Col. Duer projected."

The injunction of "secrecy" was as to the increased amount of land being asked for a separate company. The

"generous conditions" were, that if Dr. Cutler secure for the entire amount of lands asked for the support of the members of Congress who had declared in favor of the Ohio Company, Col. Duer and his friends would undertake with Cutler's assistance to obtain enough additional votes to pass the ordinance for the purchase of the entire tract upon exactly the terms stated in the Ohio petition. If any deception was practised on Congress by failing to explain to them fully the plans of Col. Duer, it was more apparent than real. The articles of association of the Ohio Company, which were read on the floor of Congress and distributed among the members, provided for the purchase of so much land as $1,000,000 in securities would pay for, and no more. The ordinance specifically authorized the Board of Treasury to contract with any person or persons, thus plainly contemplating the possibility of separate contracts.

Dr. Cutler, in an interview with Mr. Osgood of the Board of Treasury on July 25, communicated to him the plan "in all its parts." Mr. Osgood highly approved it and said we might depend on accomplishing our purposes in Europe and that it was a most important part of our plan.

On the morning after Cutler's refusal of the terms of Congress, several members of Congress called upon him and assured him that Congress, on finding that he was unwilling to accept their terms, had discovered a much more favorable disposition, and believed if he renewed his request, he might obtain conditions as reasonable as he desired. Cutler says in his diary: "I was very indifferent and talked much of the advantage of a contract with some of the States. This, I found, had the desired effect. At last I told them that if Congress would accede to the terms I had proposed, I would extend the purchase to the 10th township from the Ohio and to the Scioto inclusively, by which Congress would pay $4,000,000 of the national debt; that our intention was an actual, a large and immediate settlement of the most robust and industrious people in America; and that it would be made systematically, which must instantly enhance the value of federal lands and prove an important acquisition to Congress. On these terms I would renew the negotiations if Congress was disposed to take the matter up."

The negotiations were now rapidly pushed, all the

friends of the sale contributing their share, and on the 27th of July the bill passed, making the reservation for religious purposes and for the university, as Dr. Cutler had stipulated. The contract was formally signed Oct. 27, 1787, by the Treasury Board and by Cutler and Sargent as agents for the Ohio Company. The company obtained the grant of nearly 5,000,000 acres of land, amounting to $3,500,000 as stated above. Rufus Putnam was made superintendent of the Company and the Company was given immediate possession.

On leaving New York on his return home, Cutler said: "I leave this city with great reluctance. My business and introductory letters were the occasion of my forming an extensive acquaintance and with those of the first character. I passed away my time, notwithstanding all my labor and fatigue, in a constant round of pleasure. Some of my acquaintances here I shall ever consider among the first with whom I have had the happiness to form a connection, particularly Col. Duer, who took his leave in a most affectionate manner. Mr. Hazard is another gentleman with whom I should wish to spend the remaining part of my life."

In the spring of 1788 two parties of settlers (including surveyors, boat-builders, smiths, carpenters, farmers and laborers, 48 in all) left for the west, one by water and the other by land, and on April 7 a little town was established on the site of the present city of Marietta, which name was given it at the first meeting of the directors, in honor of Marie Antoinette.

A reference to this departure of Ohio settlers for their new home, written by Temple Cutler, gives these particulars of the event: "The little band of pioneers assembled at the house of Dr. Cutler in Ipswich on Dec. 3, 1787, and there took an early breakfast. About the dawn of the day they paraded in front of the house, and after a short address by him, full of good advice and hearty wishes for their happiness and prosperity (the men being armed) three volleys were fired, and the party, one of whom was his son Jervis, aged 19, went forward, cheered heartily by the bystanders. Dr. Cutler accompanied them to Danvers, where he placed them under the command of Maj. Haffield White and Capt. Ezra Putnam. He had prepared a large and well built wagon, as a protection from cold and storm, which preceded them with their bag-

gage. This wagon was covered with black canvas and on the side was the inscription in white letters, 'For the Ohio at the Muskingum,' which Dr. Cutler painted with his own hand."

"No colony in America," said Gen. Washington, "was ever settled under such favorable circumstances. Information, property and strength will be its characteristics."

On Oct. 5, 1787, Congress elected Arthur St. Clair Governor of the Territory, with the capital at Marietta, now in the State of Ohio. From this time the Territory began to grow and received large acquisitions of settlers from the Eastern States.

In Dr. Cutler's diary, under date of July 21, 1788, is this entry: "Set out from Ipswich on a journey to the Ohio and Muskingum. Mr. Ephraim Kendall of Ipswich was gone on to Salem, where he, with Mr. Peter Oliver, joined me on horseback. I set out myself in a sulky. Made some little stop in Salem. We dined at Newhall's, in company with Judge Cushing and the Attorney General Mr. Paine. We were detained several hours in Boston. Left the town at sunset, having received a prodigious number of letters for Muskingum. Lodged at Major Whiting's in Roxbury. 34 miles."

Under date of Aug. 19th, he continues: "Rained very hard until we arrived at Muskingum. Passed the little Muskingum, 751 miles from Ipswich, a pretty large creek.

"The first appearance was the Fort, which was very pretty. The state of the air injured our prospect very much. We landed at the point and were very politely received by the Honorable Judges, Gen. Putnam and our friends. Gen. Putnam invited me to his lodgings which is a marquee. Rained exceedingly hard in the evening and at night."

Dr. Cutler made the pilgrimage from his parsonage at Ipswich to the Marietta settlement that he might see with his own eyes how great a work his sagacity and enterprise and courage had accomplished.

In 1800 he was elected to the U. S. Congress and served two terms as a representative. He died at Hamilton, July 28, 1823, having enjoyed in an eminent degree the confidence and honor of his fellow men.

MAJOR R. K. MEADE, JR., C. S. A.
Fought on both sides during the Civil War.
Photograph taken as a West Point Cadet.
From the F. B. C. Bradlee Collection.

BLOCKADE RUNNING DURING THE CIVIL WAR

And the Effect of Land and Water Transportation On the Confederacy.

By Francis B. C. Bradlee.

(*Continued from Volume LXI, page* 48.)

At the end of 1903 she was sold to Gibraltar owners, who shortened her name to "Magnus," and when on a passage between Tangier and Gibraltar, in September, 1908, she stranded near Tarifa, but was refloated and continued in active service until 1913, when she was sold to break up in Holland. Few vessels have had such long and eventful careers.

The State of North Carolina owned one-quarter interest in each of the following fine steamers: "A. D. Vance," formerly the "Lord Clyde," "Don," and "Hansa." In May, 1864, according to a statement of Governor Z. B. Vance of North Carolina,* his state had at Bermuda, or on the way there, eight or ten cargoes of supplies of the very first importance to the Confederate army. These consisted of some 40,000 blankets, 40,000 pairs of shoes, large quantities of army cloth and leather, 112,000 pairs of cotton cards, machinery and findings to refit twenty-six cotton mills and woolen factories, dyestuffs, lubricating oils, etc., in addition to large purchases of bacon.

Governor Vance, a most capable and energetic executive, although always at odds with President Davis, anticipated the capture and closing of Wilmington long before the event, and knowing that one steamer could not bring in all the cargoes before mentioned, he acquired for his state a part ownership in the three steamers for the purpose of hurrying in the supplies. The terms gave the State of North Carolina one-fourth of the outward cargo and the whole of the inward, nothing whatever being car-

* Official Records of the Civil War, Series IV, Vol. III, pp. 10 and 11.

ried for speculation. The Confederate army was already in such dire need of food that on one trip the "Hansa," not having coal enough to take her to Bermuda where most of her valuable supplies were waiting to be shipped, was sent in ballast through the blockade, so as to bring in a cargo of bacon from Nassau.

One cause of the strained relations existing between the North Carolina authorities and the Confederate Government in Richmond was shown in the complaint of Governor Vance that the entire importing operations of his state, which had been so successful and so beneficial to the Southern cause, had only met with downright opposition rather than encouragement from the Confederate administration.

At the very beginning of the war, according to Governor Vance, the Confederacy's Commissioner in England, Mr. James M. Mason, "had laid strong hands on my agents," and positively forbade them putting any of the North Carolina bonds on the market for five months after they landed in England. Then came vexatious and irritating quarantine delays at Wilmington, though the state's foreign depot had been, at great cost and inconvenience, made at Bermuda instead of Nassau to avoid this. Coal belonging to the North Carolina authorities had been seized at Wilmington and facilities for obtaining more from the mines had been denied. Much of this friction the governor attributed to want of discretion on the part of subordinate Confederate officers (how much this reminds of conditions prevailing during the World War!) as well as the want of foresight displayed in the opposition to every industrial interest of the country by army officers.

This unfortunate quarrel contributed to weaken the Confederate cause when unity was most needed. The administration in Richmond contended that North Carolina was the greatest manufacturing state in the South, having rather more than half of all the plants of this kind. Yet Governor Vance had no notion of permitting these factories to work for the Confederacy as a whole;

he arranged, during his first administration, to supply the North Carolina troops with clothing on state account, charging for the service. A little later, when clothing was scarce, he kept 10,000 uniforms in store in Richmond nearly a year, refusing to sell them to the government for the needy soldiers from other parts of the Confederacy.

With his numerous weaving mills he was able to dress his troops well; all the other states together had only twenty manufacturing textile plants, and their troops were necessarily poorly clad. Vance boasted in his many speeches that he could clothe the men who went into the army from North Carolina, and the people applauded him.*

While it may be true that North Carolina had seceded with reluctance in 1861; yet, having embarked in the enterprise, her people labored valiantly for the common cause, furnishing more than their quota of men, who fought like demons at Gettysburg† and elsewhere, until political discontent was fanned into flame by the ambitious stay-at-home politicians. In 1864 nearly all the supplies from Europe entered the Confederacy through Wilmington. Governor Vance claimed, as he had done in the matter of manufacturing, the precedence of state blockade runners over those of the general government, at times denouncing President Davis and his administration in unmeasured terms. He practically demanded that North Carolina's interests should be first satisfied; then, if anything remained, the Confederacy might have it.

After the loss of the battle of Gettysburg and the disaster at Vicksburg, the correspondence of many prominent Southerners shows that they had begun to despair of the ultimate success of their cause, which the most far-sighted felt that only a miracle could save. Probably this want of confidence was in a large measure responsible for much of the fault-finding and quarreling that went on between

* Official Records of the Civil War, Series IV, Vol. III, p. 691.

† The part played by the North Carolina troops at Gettysburg has never been given proper recognition by most historians. See a valuable pamphlet, "North Carolina at Gettysburg," by Captain W. R. Bond, C. S. A., Scotland Neck, N. C., 1901.

the various Confederate generals and officials. The Southern republic's precarious financial condition had, from the first, obliged its principal purchasing agent in Europe, Major Caleb Huse (a native, by the way, of Newburyport, Massachusetts), to deal with firms whose standing was not quite what it should have been, particularly Isaac, Campbell and Co., of London.*

In 1863, the administration in Richmond sent William G. Crenshaw, a member of a prominent Richmond mercantile house, abroad on another mission to buy arms and supplies. The status existing between Messrs. Huse and Crenshaw had been left vague and ill defined, resulting in endless quarrels between the two, to the great detriment of the cause they were both devoted to.

Crenshaw accused Huse of malfeasance in office, but an investigation only showed that the latter had erred in matters of judgment,† and indeed Crenshaw's principal arraignment of Major Huse seems to have rested on the fact that he was a Northerner. It is but fair to the memory of Huse to say that his last years were spent in narrow circumstances at the head of a school at Cold Spring, N. Y., where candidates for West Point and Annapolis were fitted to pass the examinations.

All the Confederate agents in Europe were greatly hampered by the practical failure (caused by the news of the Confederate disasters in 1863) of the famous $15,000,000 cotton loan,‡ a large part of which was used to manipulate the stock market instead of purchasing supplies. In June, 1863, E. S. Dargan, a prominent lawyer and politician in Mobile, Alabama, wrote to Secretary of War Sedden at Richmond—with whom he was on close terms—". . . that I have always been in favor of keeping up some communication with the outside world, yet I see that running the blockade, unless restrained, will

* Official Records of the Civil War, Series IV, Vol. II, pp. 544-45.

† Official Records of the Civil War, Series IV, Vol. II, p. 564.

‡ The Confederate States of America, by J. C. Schwab, pp. 41-42.

ruin us for ever. The sending out of all our cotton, or a large part, . . . the most of which is laid out in brandies, wines and flimsy gewgaws that bring exorbitant prices, but little in articles that produce substantial good. But, besides this, it is corrupting our people; it is turning all their hearts and souls to speculating. . . ."*

A month later Mr. Dargan had given up all hope of the Confederacy's success, as is shown by the following letter to his friend Seddon, which is well worth reproducing:

"The disastrous movement of Lee into Pennsylvania, and the fall of Vicksburg, the later especially, will end in the ruin of the South without foreign aid in some shape. Mississippi is very nearly subdued and Alabama is nearly exhausted. By winter both states will be overrun. The policy of Grant burning and destroying all before him calculated to support life, will end in starvation, and at an early day. We are without doubt gone up; no help can be had. I have ever believed that England and France would interfere to make separation complete, on condition that slavery be abolished; not without.

"If we are overrun, slavery will be abolished and we ourselves destroyed. Now, I greatly prefer the former to the latter condition. So would the country. . . . All efforts ought to be made to ward off the disastrous fate that will follow their success over us, . . . for I assure you that the loss of the Mississippi River, separating us entirely from the West; their immense army, . . . while ours is not only diminished but poorly fed, will end in our overthrow.

"The failure of the Government to re-enforce Vicksburg, but allowing the strength and flower of our army to go North, when there could be but one fate attending them, has so broken down the hopes of our people that even the little strength remaining can only be exerted in despair, and a slight change in the policy of Lincoln would end our revolution and hopes. If anything can be done on

* Official Records of the Civil War, Series IV, Vol. II, p. 585.

any terms in Europe, delay not the effort. If nothing can be, God alone knows what is left for us. I write you this from no other reason than to exhibit to you the true condition of things here. I would not have you speak of this to anyone except the President. You may show it to him if you think proper."*

In October, 1863, there was still £704,000 of the Erlanger (bonds) $15,000,000 loan to be disposed of. It was felt that if something was not done to raise the Confederate Government credit, they would be likely to remain on hand for some time. So, in order to improve the loan and to facilitate the negotiation of these £704,000, Erlanger and Co., Schroeder and Co., and H. O. Brewer had started a line of small blockade runners to run from Havana to Mobile, in order to bring out cotton under the loan.† These were the steamers "Crescent," "Denbigh," "Alabama" and "Fanny." The last two were afterwards captured, in September, 1863. At about the same date, Quartermaster General Lawton of the Confederate army reported that the loss of the blockade runners "Hebe" and "Venus" had largely crippled the hoped for supplies of shoes, blankets and overcoats for General Lee's army.

Among the various prominent blockade running skippers, Capt. Lionel Campbell Goldsmid (an Englishman of Jewish descent) was considered unusually lucky. In 1915 he was living comfortably in London, and gave an account of his experiences to the correspondent of the Springfield, Mass., *Republican*.‡

This veritable "ancient mariner" had followed the sea since he was a boy. He fought in the Crimea, and later with Garibaldi. During the Civil War he was one of the two famous commanders of sister ships built on the Clyde for the express purpose of running the American blockade, —the renowned "Venus," of which he was captain, and the even more famous "Don," which had as her skipper the

* Official Records of the Civil War, Series IV, Vol. II, pp. 664-65.

† Official Records of the Civil War, Series IV, Vol. II, p. 980.

‡ Springfield, Mass., *Republican* (Weekly edition), April, 1915.

great Hobart Pasha, whose name, of course, is a household word in connection with the blockading history of the years 1861-65. Hobart Pasha (he acquired his title from having been at one time Admiral of the Turkish Navy) was a son of the Earl of Buckinghamshire, and died as long ago as 1886. He was known as "Captain Roberts" in his blockade running days. Both Captain Goldsmid and Hobart Pasha made many trips between the Bermudas and Wilmington, carrying sorely needed manufactured articles to the people of the South, and returning packed with bales of cotton to such an extent that a mouse hardly could have stowed itself away on board,—and neither was ever captured.

Late in 1863 Goldsmid was engaged as captain of the newly built "Venus," one of the earliest twin-screw steamers ever constructed. She was built on the Clyde, of 400 tons burden, 180 feet long, 22 feet beam, 250 nominal horse power, a fine craft in all respects. Most of Captain Goldsmid's runs were made from Bermuda and Nassau, and occupied on an average, about three days and nights. The cargo carried was generally worth in the neighborhood of $250,000, and consisted of blankets, shoes, manufactured goods of all sorts, and certain mysterious cases marked "hardware" (arms and ammunition), of which the Confederate military authorities took prompt possession. The crew consisted of himself, as captain, three officers, three engineers, and 28 men, including firemen—that is, 10 seamen and 18 firemen. "They were all Englishmen," said Capt. Goldsmid, "and as they were picked men, received very high wages. In fact, the British men-of-war on the West India station found it hard to prevent their crews from deserting, so great was the temptation offered by the blockade runners."

The captains received for the round trip, in and out, $5,000 (half in advance—as did the rest of the crew), the chief officer $1,250, the second and third $750, the chief engineer $2,500, the crew and firemen in the neighborhood of $250, and the pilot $3,500. Pilots had to be paid especially well, for, if captured, the United States

authorities dealt severely with them, especially if they were Wilmington or Charleston men.

When a blockade runner arrived safely at either Wilmington or Charleston, they were received with something like ecstacy, not to mention being visited by hungry and thirsty Southerners of all ranks and denominations, to whom whatever they liked to eat or drink was freely given. Huge profits were made in those days, even by private speculations on the part of the officers and men of the blockade runners, as was instanced by an amusing deal carried out by Hobart Pasha.

"One day, not long before he first left England," said Captain Goldsmid, "Hobart Pasha met a Southern woman, who, when asked what was most needed by her compatriots in the blockaded states, replied curtly, 'Corsets, sir, I reckon.' Hobart Pasha accordingly invested in a thousand pairs of 'stays,' paying one shilling and a penny, or about a quarter of a dollar, a pair for them, as well as 500 boxes of Cockle's pills and a big invoice of toothbrushes, too! At Wilmington, he sold these corsets for 12 shillings, or roughly, $3 a pair, thus making a profit of 1100 per cent. The Cockle's pills, famous to this day in England, proved literally a drug on the market in the South, no one ever having heard of their virtues; so Hobart Pasha took them to Nassau, where an enterprising druggist gave him two chests of lucifer matches in exchange for them, which matches he ultimately sold in the Confederacy at a tidy profit. The toothbrushes were sent to Richmond, where they sold at about seven times their cost."

Cotton, however, was of course the paying article in this trade, the price in the Southern states averaging, according to Captain Goldsmid, from four to six cents a pound, while the price in Liverpool was in the neighborhood of half-a-crown, or about 60 cents, a pound. The "Venus" carried about 1,140 bales on every voyage, the hold being, in the first place, stowed by expert stevedores, the cotton bales packed so closely that a rat could hardly find room to hide among them. Then the hatches were

U. S. MONITOR "CASCO" (1863)
Used for Blockade Service on Mississippi River.
From a photograph in the F. C. B. Bradlee Collection.

put on, and a tier of bales put fore and aft, in every available spot on deck, leaving openings for the approaches to the cabins, engine-room, and the men's forecastle; then another somewhat thinner tier on top of that, after which a few bales for the captain and officers, and the cargo was complete. "Loaded in this way," observed Captain Goldsmid, "the vessel, with only her foremast up, looked more like a huge bale of cotton with a stick placed upright at one end of it than anything else."

For close on ten months he ran the "Venus" to and fro between Nassau and Bermuda and Wilmington, always managing to evade capture. Once he left Bermuda in company with four other blockade runners and was the only fortunate vessel of the lot. Of the other four, three were run on shore and destroyed by their crews, and one was run down at sea and captured. When he arrived at Southampton, on his way home to England, however, the first thing Captain Goldsmid saw in the *Times* was a paragraph headed, "Capture of the 'Venus.'" She fell a prey, it seems, to a new fast cruiser, which had come out on her trial trip.

Later the captain again left England, this time in command of a new and exceptionally fast paddle-wheel steamer, especially built at Glasgow to outrun the swiftest United States cruisers, and made several successful round trips in her, but eventually, after a terrific experience with yellow fever, which killed off some of his crew in half an hour, he gave up the game of blockade running forever, a game, in fact, that was fast running to its close.

Of the large number of blockade runners that were lost, many were intentionally run ashore by their crews to avoid capture by the United States men-of-war. The beach for miles north and south of Bald Head, North Carolina, is marked still by the melancholy wrecks of swift and graceful steamers, which had been employed in this perilous enterprise. Some of the one hundred vessels engaged in this traffic between Wilmington and the West Indies with the regularity of mail boats,and some

even of the slowest speed—the "Pet" for instance—eluding the vigilance of the Federal fleet, passed unscathed twenty, thirty and forty times, making millions for the fortunate owners. One little beauty, the "Siren," a fast boat, numbered nearly fifty voyages. The success of these ships depended, of course, in great measure upon the skill and coolness of their commanders and pilots. It is noteworthy that those in charge of officers of the Confederate Navy were, it is believed with one exception, never taken; but many were captured, sunk, and otherwise lost, through no fault of the brave fellows in charge of them.

The "Beauregard" and the "Venus" lie stranded on Carolina Beach; the "Modern Greece" near New Inlet; the "Antonica" on Frying Pan shoals; the "Ella" on Bald Head; the "Spunky" and the "Georgiana McCall" on Caswell Beach; the "Hebe" and the "Dee" between Wrightsville and Masonboro. Two others lie near Lockwood's Folly Bar; and others, whose names are forgotten, are half buried in the sands, where they may remain for centuries to come. After a heavy storm on the coast, the summer residents at Carolina Beach and Masonboro Sound, N. C., have occasionally picked up along the shore some interesting relics of blockade times, which the heaving ocean has broken from the buried cargoes of the "Beauregard," "Venus," "Hebe," and "Dee." Tallow candles, Nassau bacon, soldiers' shoes, and other wreckage comprise in part this flotsam yielded up by Neptune after nearly fifty years' soaking in the sea. At the time of her loss, the "Venus" was commanded by a prominent officer of the Royal British Navy on leave of absence, Captain (afterwards Admiral) Murray-Aynsley, known by blockade runners as Captain Murray.*

Blockade running to Galveston, the Rio Grande River, and other Texan ports had been, as before mentioned, carried on principally by small schooners, and the trade, as compared to that existing with Charleston and Wilmington, amounted to very little, due to the difficulty of

* Chronicles of the Cape Fear River, by James Sprunt, LL.D., p. 461.

communications and transportation between Texas and the rest of the Confederacy. The great number of shoals and bars to be found on the Gulf coast also required vessels of very light draft and rendered navigation extra hazardous.

However, as the Atlantic ports of the Confederacy were either captured or closely invested, trade now changed to the Gulf States, with Havana as a base, and a great many steamers which had formerly run from Nassau, now turned their attention to Galveston, which was practically the only port left for blockade running enterprises. The steamers consumed a large amount of coal, and as this article was not to be had in Texas, they had to take in sufficient fuel at Havana for the round trip, and as the latter was very dear, it added greatly to the expense of the voyage and also impaired their speed.

One of the most successful and profitable steamers that sailed out of Havana as a blockade runner, was a somewhat old and by no means fast boat named the "Denbigh." This vessel ran for a considerable time between Havana and Mobile; but when the forts at the entrance of the latter port were captured by the United States forces, she ran to Galveston, to and from which port she made such regular trips that she was called "the packet." She was small in size and not high above the water, and painted in such a way as not to be readily seen at a distance. The "Denbigh" was light on coal, made but little smoke, and depended more upon strategy than speed. It was generally admitted that she carried larger cargoes of cotton and was a more profitable vessel than any of the larger and swifter "cracks." Some idea of the difficult navigation she encountered at the entrance of Galveston harbor may be formed by the following account of William Watson,* who was pilot of the blockade runner (steamer) "Phoenix," in 1865:

"We kept on going slow" (they had safely run through the United States fleet) "and the water, as I expected, shoaled down to seven feet, and the vessel stuck and the

* "The Adventures of a Blockade Runner," pp. 300-01.

engines were stopped. I was not altogether satisfied at the position we were in, as I had never known the water to be so low in this channel before. . . . I felt slightly uneasy, and ordered the small boat to be lowered. . . . I took two hands with me and took soundings. . . . This showed we were all right, and as the tide was rising we should soon get in. . . . Just then I heard the captain cry out, 'Stop there! where are you going?' and he ran to stop some of the men who were making their way to the boat, which had been left alongside. This was some of the firemen and coal trimmers trying to slip into the boat and desert the vessel. Their reason for so doing they could not well explain. They said they did not want to be captured, made prisoners, shipwrecked, worked to death, starved, and otherwise ill-treated and abused, all of which they had been on board the 'Phoenix,' and they refused to return to their duty.

"On my asking the engineer what they meant, he said that some of the firemen and trimmers had been picked up about the grog shops at Havana, and a more worthless and despicable set he had never seen. They were recent imports into Havana, of that class of loafers and sea lawyers which infest sea ports. . . . They had feigned to be sick, done little work, and caused much trouble and extra work to others on the passage over, and they now wanted to get ashore to get drink.

"I laughed, and said it was evident that they knew nothing of the place they had come to, or they would not seek to desert their ship. They would find little drink ashore at this place, and more kicks than sympathy. I told the captain, in their hearing, that I thought the best thing he could do was to let them go; when they got ashore the provost guard would take charge of and conscript them into the Confederate army, which was an excellent place for straightening up into good behaviour such fellows as they. . . .

"The rising tide had now caused the steamer to float, the engines were set in motion, . . . and we soon reached the (Confederate) guard boat. . . ."

In the same year, 1865, the blockade runner "Banshee" II, of which Mr. Thomas Taylor (previously mentioned) was agent, had an even more exciting experience while entering Galveston harbor. She had been driven out of her course by a violent "norther," and so when daylight broke, was inside the blockading fleet opposite Galveston and obliged to make a dash for the bar. To make matters worse, a large launch filled with United States sailors and marines was discovered close under the "Banshee's" port bow. Luckily, the boat's crew seemed only too thankful at their narrow escape to open fire, but they soon regained their senses and threw up rocket after rocket to warn the blockaders.

It was a moment for immediate decision: the alternatives were to swing the "Banshee" round and stand a chase seaward by the fastest United States men-of-war, with a chance of capture, and in any case a return to Havana, as there was not sufficient coal for another attempt, or to make a dash for it and take the fire of the squadron. In an instant Captain Steele decided to run for it, and gave the order, "Full speed ahead." The difficulty now was that the "Banshee" could not make for the main channel without going through the entire fleet. This would have been certain destruction; so the steamer was headed for a "swash" channel along the beach; shoal water and heavy breakers had to be passed, but there was now no other choice open.

The fleet opened upon the unfortunate "Banshee," and she took the fire of each ship as she passed. Luckily for her, the blockaders were in rough water on the windward side of the shoal, which spoiled their aim. To this the "runner" owed her escape, for, although her smoke stacks were riddled with shell splinters, she received no other damage, and had but one man wounded. After two or three fearful bumps on the bar, when those on board thought all was over with them, she just managed to get into the deep channel and head for Galveston Bay, leaving the disappointed fleet astern.

Mr. Taylor found Galveston "a most forsaken place,

its streets covered with sand"; the approaching end of the long struggle showed in its rotting wharves and the deplorable condition of the defences. It was found very difficult to procure a suitable outward cargo for the "Banshee." The inward one sold well, but Mr. Taylor found the trouble was to obtain cotton: there was extremely little of it left near the coast, and to get it from the interior of Texas was a long, tedious and expensive process. After endless negotiations, a full-pressed cotton cargo was obtained, but only by paying a high price and waiting a long time for it. The end of the war coming soon after, put a stop to all further blockade running.

One of the most daring deeds in the whole Civil War was the running of the blockade at the mouth of the Red River, by the Confederate ram "Webb," and her perilous attempt to pass through the United States fleet below New Orleans and so gain the open sea.*

The "W. H. Webb" (named for the famous New York shipbuilder) was constructed in New York several years prior to the war, for the New York Underwriters. She was of fine model, 200 feet long, and was employed for wrecking purposes and for assisting vessels in distress. Her machinery consisted of two independent walking-beam engines, driving thirty-five foot paddle-wheels, and she was considered the most powerful vessel of her size then extant. After being thus employed for a few years, the "Webb" was sold to Peter Marcy of New Orleans, who used her as a low-bar towboat.

When New Orleans was captured by Admiral Farragut, the "Webb" was sent up the Red River by her owner for safe keeping. Soon after reaching Red River she was taken over by the Confederate authorities and was converted into a ram. The steamer was accordingly strengthened and fitted up as such, with an armament of one 12-inch swivel rifle in her bow, two nine-inch guns, one on each side, and two 12-pounders aft. Thus equipped, the "Webb" was ready for work as a Confederate ram.

* Composed in part from the narrative of Mr. William Biggio, pilot of the "Webb."

Her first exploit was to sink the United States gunboat "Indianola," which had run the gauntlet at Vicksburg, and was the first man-of-war to blockade the mouth of the Red River. While there, the "Webb" ran into the "Indianola" one night and sent her to the bottom. Shortly after this, the "Webb" had another fight at Atchafalaya.

Her exploits attracted the attention of the Confederate Navy Department, and the idea was conceived of bringing her to the Gulf of Mexico, where she could work on a more effective scale. To navigate the "Webb" out was a desperate undertaking, as the Mississippi River was full of United States gunboats, Forts St. Philip and Jackson were to be passed, to say nothing of the blockade at the mouth of the Red River. Commander Charles Read of the Confederate Navy, already famous for his raid in the harbor of Portland, Maine, in 1863 (of which more will be said further on), was selected as the proper man to bring the "Webb" into the Gulf. He was accordingly sent from Richmond with sealed orders, and arrived in Shreveport, Louisiana, in March, 1865.

Commander Read immediately began the task of getting his vessel ready for her dangerous undertaking. A rough bulwark was built round her forecastle, to protect her as much as possible from the sea, and several hundred bales of cotton were piled up around the machinery, to protect it from the enemy's guns while running the blockade. For fuel, pine knots were substituted for coal. A month's rations and water were placed on board, and the "Webb" received a good whitewashing to prevent her from being seen at night. Her officers were: Lieutenant W. H. Wall, executive officer; Samuel P. Blanc, master; ——— Scott, midshipman; W. J. Addison, surgeon; William Biggio, pilot; and others. Engineers were secured, and the craft was manned by volunteers from General E. Kirby Smith's trans-Mississippi army.

While lying at Shreveport an incident occurred which would have made many an old sailor shake in his boots. No matter how safe and sound a vessel may be, there is an old superstition that rats will invariably desert her

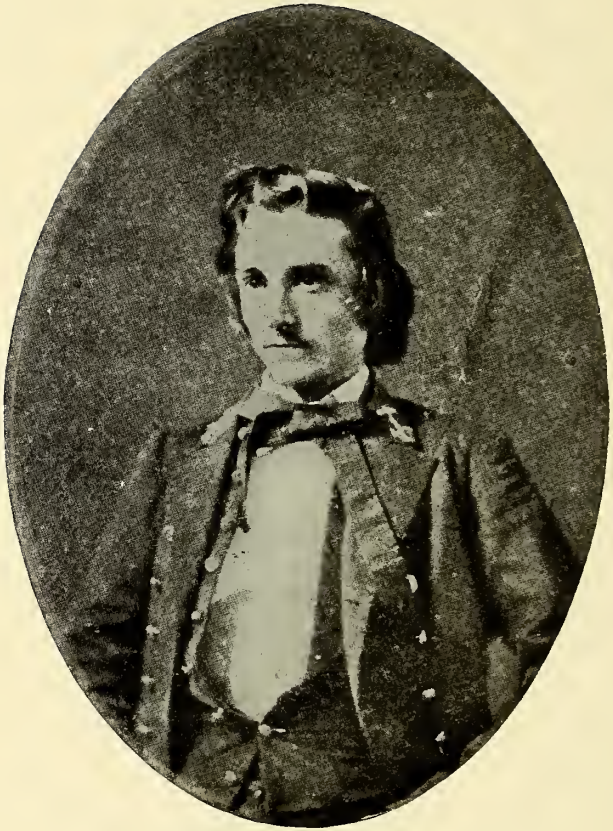
if disaster is ahead. And it seems that every one of them deserted at daylight of the morning the "Webb" was to start on her perilous journey. It is said that information of the intended expedition reached Admiral S. P. Lee commanding the United States naval forces on the Mississippi, and he dispatched a fleet of ironclads and gunboats to the mouth of the Red River to prevent the ram's escape. Among them was the monitor "Manhattan" and the ironclads "Lafayette" and "Choctaw."

Everything being prepared, the "Webb" left Shreveport, Louisiana, on the Red River, twenty-five miles below Alexandria, on Monday, April 16th, 1865. She stopped at Cote's Landing and after taking on board 250 cords of wood, tied up there. At this point a spar torpedo, fastened to a thirty-five foot pole, was attached to the bow of the ram. It was hoped with this torpedo to blow up the "Manhattan" or one of the other large men-of-war lying at the mouth of Red River. After getting the torpedo satisfactorily arranged, the "Webb," on April 23rd, moved slowly down the river, Commander Read's intention being to reach its mouth just after dark. This was accomplished, and so far all plans had worked well.

In front of the "Webb," only a few hundred yards distant, lay the six vessels of the United States fleet. It was a little after 8 o'clock in the evening when they were first descried. All lights on the Confederate craft were concealed and she ran very slowly, in order not to make much noise. Pilot Biggio, in his narrative, said:

"We approached close enough to distinguish every vessel, and were within five hundred yards of them before they discovered us. I was at the wheel, and we had slowed up the 'Webb' as much as possible, preparatory to making the final run through the gauntlet. The steam in the boilers was very high, and the engineer called to the captain that he could not stand it much longer without imminent risk of an explosion.

"At this moment a rocket went up from the Federal fleet, and we knew we had been discovered. Captain Read then yelled, 'Let her go!' and I rang the fast bell. The



COMMANDER CHARLES W. READ, C. S. N.

From a photograph belonging to Winfield M. Thompson, Esq.

engineer threw the throttle wide open, and the 'Webb' fairly leaped and trembled. 'Keep her for the biggest opening between them,' shouted the captain, and I did as commanded. By this time every whistle in the Federal fleet was screaming, drums were beating, rockets were going up, and it seemed as if the very devil was to pay.

"I kept the 'Webb' straight on her course, however, headed for the largest opening, and before a gun was fired we had passed the blockade, had turned the bend and were making down the Mississippi River. We had run the gauntlet and were now 'between the devil and the deep blue sea.'

"After we had gone down the river some distance, the 'Manhattan' fired a few shots, but did no harm. Passing out of Red River, and through the very jaws of death, it was only to encounter new and greater danger before the Gulf could be reached.

"After passing Hogg Point, I looked back and saw two Federal gunboats following the 'Webb,' but she was kept on her course and soon left her pursuers in the distance. All the way from Red River to New Orleans United States men-of-war were supposed to be anchored in the river every five miles. As the 'Webb' approached one of these boats she was signaled. The signal was answered by Quartermaster James Kelley, who remained on deck uncovering lights. When the 'Webb' was nearly on the gunboat, Kelley would run up any kind of a light, and the ram would be past the Federal gunboat before the fraud could be detected. About fifteen miles below Red River, Commander Read had a boat lowered and sent a squad ashore to cut the telegraph wires, but unfortunately not before a dispatch had been sent from Donaldsonville to New Orleans, saying that the 'Webb' had passed the Federal fleet, giving the United States authorities in the latter city three hours' notice in advance of her approach. The operation of cutting the wires was performed several times, and thus passed the first night after running the blockade at the mouth of Red River."

At daylight the Confederate steamer was close to a gun-

boat lying at anchor at Donaldsonville. She ran up her signals and at the same time ran out her guns. Commander Read thought he was in for a desperate battle, but fortunately it proved to be nothing more than a drill, and the guns were run back again.

The signals of the Federal men-of-war were duly answered by the "Webb," flags being used in the daytime in the same manner that lights were at night. The Confederates could have destroyed millions of dollars worth of property on their wild trip, but their sole object was to run the blockade. Determining to pass New Orleans as soon as possible, Commander Read urged his vessel on as fast as she could be made to go. About 1 P. M. the "Webb" reached New Orleans, and found the Union fleet lying at St. Mary's Market.

"We were all feeling good," said Pilot Biggio in his narrative, "thinking that everything was all right, and that we were not expected. We reckoned wrong, however, for just as we got abreast the 'Lackawanna,' a twenty-four gun ship, her captain received news of our coming. Before he could get all his men to quarters, however, we were right on him; in fact, so close that a stone could have been thrown from one boat to the other. In less time than it takes to tell it, the 'Lackawanna' fired a shot that went clear through the 'Webb' abreast the forehatch, four feet from the water's edge, and landed in Algiers,"—a suburb of New Orleans.

"After the first shot, Captain Read ordered Kelley to haul down the false colors and run up the Confederate flag, as he expected to see the 'Webb' sunk right there, and he wanted to go down with her own colors flying. After giving this order, Commander Read walked to the side of his ship nearest the firing, and remained there until we passed. Pilot James West, an old Red River pilot, who was helping me at the wheel, lay down on the deck, and I was left to steer alone.

"The 'Lackawanna's' first shot was followed by others. Her second one was aimed at the pilot house, but struck a bale of cotton and glanced up, passing over the pilot

house and doing no damage. The third shot went through the chimney guys of the 'Webb' and did little harm. By this time we were turning the bend of the river just below New Orleans, and the firing from the 'Lackawanna' ceased, her captain discovering that her shots were going straight into Algiers and doing great damage there. Anchored near the lower part of Algiers, and about the middle of the river, was a large vessel supposed to be the United States steam frigate 'Hartford.' We tried to blow her up with our torpedo, but by some mistake the torpedo couldn't be fired in time; and the mistake, as it happened, was a fortunate one, for the vessel proved to be, not the 'Hartford,' but a transport called the 'Fear Not,' loaded with fixed ammunition. Had we run into her with the torpedo, as we intended, the chances are that no one on either vessel would have lived to tell the tale.

"When we got alongside of the 'Fear Not,' an odd incident occurred. A Union officer was standing on her deck with a lady at his side. Price, another pilot on the 'Webb,' picked up a rifle and was in the act of shooting the officer when Commander Read ordered him to desist. Price reluctantly obeyed, remarking as he laid down the gun, that it was the first time he was ever ordered not to shoot a Yankee.

"Seeing that the 'Fear Not' would not molest us, our next thought was to get away; so down the river we went. Looking back, we saw the U. S. S. 'Hollyhock' coming after us. The 'Hollyhock' had also been a low-bar towboat, fast and powerful, but not so large as the 'Webb.' We kept ahead of her with little trouble. She chased us 32 miles down the river from New Orleans, when all of a sudden we ran right onto the sloop-of-war 'Richmond,' a twenty-four gun ship, lying in the middle of the river. As we neared her we saw that she had both broadsides out.

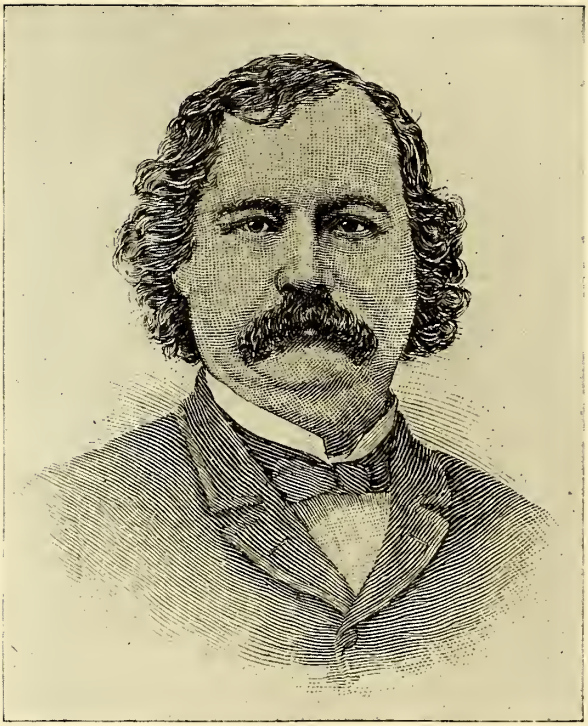
"The 'Webb' was slowed up, and Commander Read called all the officers in front of the pilot house and addressed them: "It's no use; it's a failure. The 'Richmond' will drown us all, and if she does not, the forts below will, as they have a range of three miles each way

up and down the river, and they know by this time that we are coming. Had we passed New Orleans without being discovered, I would have cut the wires below the city and we could have reached the Gulf with little trouble. As it is, I think the only thing for us to do is to set the "Webb" on fire and blow her up!'

"When the captain finished talking, not a word was spoken by any one, but every man bowed his head in respectful obedience. Captain Read then ordered Pilot West and myself, who were at the wheel, to head the ram for the shore, and ordered the gunner to set fires in various parts of the vessel. Hardly had the Captain finished his orders when we made for the east bank of the river. We struck bottom fifty yards from the shore, running the 'Webb's' nose out in four feet less water than she drew. Life lines were then thrown over the bow of the boat to get overboard by, and everybody began to get ashore like rats leaving a ship. As soon as we got on land, we struck out across a sugar plantation until we reached the back of it, where we hid from the enemy's view and yet could see the 'Webb.'

"In the meantime the 'Hollyhock' steamed up to the 'Webb' and tried to put out the fires with their deck hose. She also rescued a man named Preston and a boy named Hyner, who had remained on the ram and had made no effort to escape. The 'Hollyhock' also took from the 'Webb' her flags and small arms and then backed away. It was now about three o'clock in the afternoon, and from our position at the back of the farm we watched the boat burn. At length her magazine was reached, and with an explosion that shook everything far and near, the Confederate ram 'Webb' came to her tragic end.

"After she had blown up we divided into three parties, each party striking out for itself in the endeavor to get back into the Confederate lines. The party I was with numbered twenty-two, and our first move was to get through the swamp to Pearl River, but failed. One of the parties, numbering about thirty, surrendered to the 'Hollyhock' that same evening. My division tramped



COMMANDER JOHN WILKINSON, C. S. N.

A Famous Captain of Blockade Runners.

about in the swamp until dark, when we went to a planter's house to get something to eat. This he gave us in a hurry, in order to get rid of us as quickly as possible, for fear that the enemy would find us there and arrest him for harboring Confederates. That night we slept in his hay loft, contrary to his orders, and the next morning we went to another planter's for breakfast. It was served in short order, and we were again requested to move on. We soon found ourselves on a public road, where we were captured by a company of cavalry.

"We were then kept under guard for three days, while a detachment was searching for the rest of the 'Webb's' crew. Then we were marched to New Orleans and all over it, like a circus parade. As we passed windows ladies waved handkerchiefs and showered flowers upon us, while repulsive and frenzied negroes danced around us in the street and amused themselves by spitting on us and kicking us.

"After being exhibited all over the city like so many wild animals, we were marched to the old Picayune Cotton Press and kept in confinement for two weeks and then exchanged. We heard nothing of Commander Read and his party until about the time of our release, when we learned that a Federal gunboat picked them up and brought them to New Orleans as prisoners. Shortly after our release the surrender came (May, 1865) and this ended my occupation in the Confederate Navy."

Commander Read's earlier career in the Civil War was so dashing, not to say unique, that a short account of this remarkable man seems to be necessary.

Charles W. Read was a native of Mississippi and graduated at the Naval Academy in 1860, at the foot of his class of twenty-five men,—for dreaming and scheming and reading stories about Paul Jones and Nelson had pleased him better than the routine of study. He was a classmate and friend of Admirals Winfield Scott Schley and John C. Watson, both of them distinguished names in the United States Navy. It has been said that Read's nickname at the Academy was "Savez," from the fact that his

entire knowledge of the French language was limited to that one word, which translated means "know."

An ardent Southern sympathizer, Read never hesitated a moment in resigning his commission as soon as the first gun was fired in the great contest, and enlisted in the naval arm of the Confederate service. He fought gallantly in the battle of New Orleans (April, 1862) and on October 23rd of the same year was appointed a second lieutenant in the Confederate Navy and assigned to the steam sloop "Florida," Commander John Newland Maffitt, then fitting out at Mobile, Alabama, for a commerce destroying cruise. A few weeks before, the "Florida," whose crew was much depleted by yellow fever, had had a most exciting experience in running through the blockading fleet into Mobile. The United States naval authorities had hoped by dint of great care and watchfulness to keep her cooped up there, but on the night of January 16th, 1863, thanks to a favoring storm of wind and rain and the sagacity of Commander Maffitt, she again escaped the cordon of blockaders and began her second cruise against the shipping of the North,—a cruise destined to be second only in its far-reaching effects to that of the "Alabama."

On May 6th, 1863, the "Florida" captured the brigantine "Clarence," bound to Baltimore from Rio Janeiro with a cargo of coffee. At Lieutenant Read's own suggestion the "Clarence" was converted into an auxiliary cruiser, a crew of 22 men (including an engineer and two firemen) commanded by himself, being placed on board. Her battery consisted solely of a brass 6-pound howitzer.

Shortly after this, Read captured the barque "Tacony," a much faster and abler vessel than the "Clarence," so the latter was committed to the flames and her crew and "artillery" transferred to the "Tacony." A raid on the fishing fleet on George's Bank followed (June 24th) and caused the destruction of six schooners. One alone was spared to enable the crews to reach the shore. Learning that the United States cruisers were after him, and fear-

ing recognition, as the "Tacony" had become quite well known, Lieutenant Read, after capturing the fishing schooner "Archer" of Southport, Maine, transferred everything to her and burned the "Tacony." The "Archer" was then headed for Portland, for the purpose of cutting out the revenue cutter (schooner) "Caleb Cushing" and destroying two unfinished United States gunboats in course of construction.

About two o'clock on the morning of June 27th, 1863, a detachment from the "Archer" in a small boat approached the "Cushing" with muffled oars, and boarded her, gagging and ironing Lieutenant Davenport, her commander, and his crew. The cutter was then towed out of the harbor by an unfrequented channel, avoiding the forts. Read and his party were about 15 miles from the city at ten o'clock in the morning, when the wind died down and left him becalmed. On hearing of the audacious attempt all Portland was up in arms, and energetic measures were taken by Mayor McLellan and Collector of Customs Jewett. The Boston steamer "Forest City," Capt. John Liscomb, was hastily pressed into service and manned by volunteers and two companies of regular infantry from Fort Preble. Two brass field pieces protected by cotton bales, were also placed on board.

As there was no wind, the "Forest City" and the "Chesapeake" (another merchant steamer filled with armed volunteers) rapidly overtook the "Cushing." The latter vessel mounted a heavy pivot gun, and Lieutenant Read intended to defend himself, but to his dismay found that although there was plenty of powder, there was but one shell on board. This was hastily loaded into the gun, which was fired at the pursuers, but the shot went wide of the mark. Read at once gave orders to free the prisoners, abandon the "Cushing" and set her on fire. The "Forest City" soon picked up friend and foe alike, and this ended the bloodless battle. Meanwhile, the "Cushing" blew up and sank stern first in 33 fathoms of water. The captured Confederates were taken to Fort Warren in Boston harbor, and exchanged about a year later. For many years after

the war and until his death, Read was a pilot of the Southwest Pass, one of the mouths of the Mississippi River.

Another daring Confederate maritime exploit, although not strictly related to blockade running, deserves mention, more especially as none of the histories of the Civil War, with one exception, take any notice of it. In the early days of June, 1863, the United States steam transport "Maple Leaf" left New Orleans with seventy-five or eighty Confederate prisoners of war (all officers) on board. The steamer touched at Norfolk, Virginia, and twenty-six additional prisoners—also officers—were taken on board, and the "Maple Leaf" then proceeded to sea, bound for Fort Delaware.

While coming up the coast a plot was laid and worked out to the finest detail to overthrow the guard (who were negro soldiers) and crew, capture the transport and make a bolt for freedom. The leaders in the scheme were Major Oliver J. Semmes* of the Confederate artillery, a son of Admiral Raphael Semmes, commander of the "Alabama"; Colonel A. K. Witt, of the 10th Arkansas infantry, and Lieutenant E. W. Fuller, a Southern river steamboat man, but who held a commission in the Confederate Navy and had commanded the gunboat "Cotton" on the Teche river in Louisiana.

The plan was for a detail of three men to be at or near each sentinel on duty, talking and joking with him. Another party under a leader were told to be near when the relief guard had stacked their muskets, and still another to be in readiness to assemble quickly to overawe the crew. The officers taken on at Fort Norfolk, not sick or incapacitated by wounds, were requested to join in the plot, to which they readily assented.

* Major O. J. Semmes had been a cadet at West Point and but for the war would have graduated in the Class of 1861. At the close of hostilities he practiced law with his father in Mobile and for many years was Judge of the City Court there.

(*To be continued*)

THREE GENERATIONS OF SILSBEES AND THEIR VESSELS.

By Martha Williamson Forsyth Duren.

(*Continued from Volume LXI, Page* 128)

Description of Ship Borneo.
2 Decks—3 Masts—Square Stern—No Galleries—Billet Head.
Length, 108 ft. 2 in.
Breadth, 24 ft. 7 in.
Depth, 12 ft. 3½ in.

The Borneo was altered to a barque before 1841 and made several trips. It was abandoned in the North Atlantic, Jan. 1, 1854.

Iosco.*

Bark, 267 Tons.
Built, Boston, 1847. Registered, Salem, Feb. 7, 1852.
Owners, 1852.

Andrew Ward	M. W. Shepard
Israel Ward	John B. Silsbee
James B. Curwen	John Bertram

R. H. Graves, Master.

Registered, Salem, Oct. 11, 1855.
Owners, 1855.

M. W. Shepard	John Bertram
J. B. Curwen	Andrew Ward
John B. Silsbee	Henry F. Shepard

Henry Rickers, Master.

Registered, Salem, Oct. 29, 1856.
Owners, 1856.

John Bertram	M. W. Shepard
Jas. B. Curwen	John B. Silsbee
Henry F. Shepard	Andrew Ward

John Lambert, Master.

*Wrecked on the coast of Zanzibar July 2, 1858.

Description.
One Deck—Three Masts—Square Stern—Billet Head.
Length, 101 ft. 6 in.
Breadth, 25 ft. 2 in.
Depth, 11 ft. 8 in.

CAMEL.

Barque, 289 Tons.
Built ——. Reg. at Salem, July 15, 1815.
Owners, 1815.

Zach. F. Silsbee Thomas Saunders James Devereux
William Silsbee Charles Saunders
Dudley L. Pickman Robert Stone, Jr.
Holten J. Breed, Master.

Description.
2 Decks—3 Masts—Square Stern—No Galleries—No Head.
Length, 93 feet.
Breadth, 26 ft. 9 in.
Depth, 13 ft. 4½ in.

On this voyage (1815) the "Camel" arrived at Salem, July 12, 1816, 120 days from Sumatra, with 4,856 peculs pepper and gums, to William Silsbee, J. Devereux and Joseph Mogredge. Duties, $6,136.72.

Captured in War of 1812.

"Arrived at New York, Oct. 12, 1818, Barque 'Camel' of Salem, 155 days from Prince of Wales Island (Sumatra), with Pepper to Messrs. Silsbee & Devereux of Salem. She experienced a severe gale Sept. 27, 20 miles S.E. of Bermuda, losing her main mast and fore top mast and every yard and spar. Shifted part of her Cargo, which gave the vessel a list and kept the water in the larboard bilge, which could not be pumped as pepper choked the pumps, therefore Capt. Breed made the first Port, discharging most of her cargo in New York." (From George G. Putnam's "Salem Vessels and Their Voyages.")

SAID BIN SULTAN.

Bark, 302 Tons.

Built Newbury, 1850.

Registered, Salem, June 16, 1852.

Owners, 1852.

John B. Silsbee	M. W. Shepard
Andrew Ward	John Bertram
James B. Curwen	Israel Ward

Joseph Mosely, Master.

Registered, Salem, May 2, 1856.

Owners, 1856.

John Bertram	Michael W. Shepard
J. B. Curwen	John B. Silsbee
H. F. Shepard	A. Ward

Andrew Ward, Master.

Description.

One Deck—Three Masts—Square Stern—No Galleries—Billet Head.

Length, 114 ft. 2 in.

Breadth, 24 feet.

Depth, 12 feet.

Registered also Nov. 5, 1850, and Jan. 7, 1867, with different owners.

DELPHOS.

Ship, 338 Tons.

Built, Salem, 1818. Reg. Oct. 17, 1826.

Owners, 1826.

Dudley L. Pickman	Nath. Silsbee	William Silsbee
Zach. F. Silsbee	Nath. Silsbee, Jr.	
Geo. P. Saunders	Robert Stone	

Jeremiah Porter, Master.

Description.
2 Decks—3 Masts—Square Stern—No Galleries—a Figurehead.
Length, 104 ft. 4 in.
Breadth, 27 feet.
Depth, 13 ft. 6 in.

On arrival of Ship "Delphos" at Salem, Oct. 15, 1831, from Sumatra, it had a cargo of Pepper consigned to Dudley L. Pickman and Robert Stone; duties, $797.92.

Half-hull Model at the Peabody Museum.

Sold in Boston, 1833.

STORM KING.

Bark, 371 tons.
Built, Cumberland, Maine, 1855.
Registered Jan. 17, 1856.
Owners, 1856

John B. Silsbee — Michael W. Shepard
James B. Curwen — John Bertram
Henry F. Shepard
Joseph Moseley, Master.

Registered also March 10, 1857, with different owners.

Description.
One Deck—Three Masts—Round Stern—No Galleries—A Figure Head.

ESSEX.

Brig, 212 tons.
Built at Portsmouth, N. H., 1814.
Reg. Salem, Apr. 29, 1816.
Owners, 1816.

Nath. Silsbee — Zach. F. Silsbee — James Devereux
Dudley L. Pickman — Robert Stone, Jr.
Harvey Choate, Master.

Description.

2 Decks—2 Masts—Sq. Stern—No Galleries—Billet Head
Length, 84 ft.
Breadth, 24 ft. 1 in.
Depth, 12 ft. 0½ in.

"Arrived at Salem, July 6, 1820, brig 'Essex,' Wm. Brown, Master, from Sumatra with Coffee, consigned to Master, and Pepper to Messrs. Silsbee. Duty, $103.09." —*From Putnam's "Salem Vessels and Their Voyages."*

Sold to Gloucester owners, Feb. 1822.

EMILY WILDER.

Bark, 283 Tons.
Built, Weymouth, 1839.
Registered Salem, Aug. 18, 1852.
Owners, 1852.

John Bertram	Michael W. Shepard
J. B. Curwen	Andrew Ward
Israel Ward	John B. Silsbee

J. H. Hobart, Master.

Registered Salem, Aug. 16, 1855.
Owners, 1855.

John Bertram	Michael W. Shepard
J. B. Curwen	Andrew Ward
H. F. Shepard	John B. Silsbee

John Lambert, Master.

Registered also Oct. 3, 1845, with different owners.

Description.

One Deck—Three Masts—No Galleries—Square Stern
A Figurehead.
Length, 106 ft. 2 in.
Breadth, 24 ft. 5½ in.
Depth, 12 ft. 0½ in.

Sold to Gloucester owners Oct. 1858.

ENDEAVOR.

Ship, 234 Tons.
Built at Salem, 1803. Reg. Salem, Dec. 16, 1818.

Owners, 1818.

Dudley L. Pickman	William Silsbee
Robert Stone	Zach. F. Silsbee

Holten S. Breed, Master.

Description.

2 Decks—3 Masts—Square Stern—No Galleries—No Head.

Length, 88 ft. 8 in.
Breadth, 24 ft. 6 in.
Depth, 12 ft. 3 in.

Reg. also on Mar. 19, 1804, April 28, 1808, Apr. 14, 1809, Dec. 30, 1809, Apr. 14, 1815. Sometimes with different owners. On Dec. 30, 1809, Benj. Lovett was master.

Registered Feb. 19, 1811.

Owners, 1811.

John Forrester, merchant	Dudley L. Pickman
Robert Stone, Jr.	N. Silsbee

Noah Emery, Jr., Master.

The "Endeavor" was built by Christopher Turner at Frye's Mills, Salem.—*Essex Ins. Hist. Collections, Vol.* 6.

Ar. at Salem, June 11, 1822, Ship "Endeavor," Moses Endicott, Master, from Calcutta and Sumatra with Indigo and Pepper to Pickman & Silsbee; duty, $31,812.06.—*Putnam's "Salem Vessels and Their Voyages."*

In 1852, while on her way to Manila, the "Endeavor" was robbed of $4,500 by a privateer thought to be a Columbian. Sold to New Bedford owners for a Whaler.

ELIZABETH HALL.

Bark, 320 tons.
Built, Dighton, 1841.
Registered Salem, March 12, 1852.
Owners, 1852.

John B. Silsbee	M. W. Shepard
Andrew Ward	John Bertram
James B. Curwen	Israel Ward

George Bertram, Master.

Registered also March 26, 1851, April 18, 1857.

Description.
Two Decks—Three Masts—Square Stern—A Figurehead.
Length, 109 ft.
Breadth, 25 ft. 6 in.
Depth, 15 ft. 6 in.
Sold to Boston owners, 1858.

FRIENDSHIP.

Ship, 366 Tons.
Built, Portland, 1815. Reg. Salem, Aug. 22, 1827.
Owners, 1827.

Dudley L. Pickman Zach. F. Silsbee Nath. Silsbee
William Silsbee Robert Stone
John H. Davis, Master.

Reg. also Jan. 6, 1816, and Jan. 11, 1819, with different owners.

Description.
2 Decks—3 Masts—Square Stern—No Galleries—Billet Head.
Length, 105 feet.
Breadth, 28 ft. 1 in.
Depth, 14 ft ½in.

Feb. 7, 1831, the Friendship was attacked by Malays at Quallah Battoo on the Coast of Sumatra. She was captured and five men killed. Several days later, with the help of other vessels, the ship was retaken. (See Essex Ins. Hist. Coll., I, p. 15, also letter in *Salem Observer* of July 20, 1831, and Historical Sketch of Salem, p. 155.)

"To avenge this outrage the U. S. sent Frigate Potomac to attack Quallah Battoo, which was done Feb., 1832." (See Reynolds' Journal of Voyage Around the World, also Putnam's "Salem Vessels and Their Voyages.")

The Friendship was sold to a Fairhaven owner in Sept., 1831.

PEACOCK.

Bark, 301 Tons.

Built, Cumberland, Me., 1862.

Registered, Salem, Sept. 27, 1853.

Owners, 1853.

John B. Silsbee	Michael W. Shepard
Andrew Ward	John Bertram
J. B. Curwen	Israel Ward

Andrew A. Ward, Master.

Also registered May 10, 1853, with different owners.

Description.

One Deck—Three Masts—Round Stern—Billet Head.

Length, 110 feet.
Breadth, 26 ft. 3 in.
Depth, 11 ft. 7 in.

Wrecked on the coast of Madagascar, August 6, 1855.

HERALD.

Ship, 274 Tons.

Built Salem, 1807, by Retire Becket. Reg. at Salem, March 25, 1809.

Owners, 1809.

James Devereux, merchant. Zach. F. Silsbee, mariner.

Zach. F. Silsbee, Master.

Reg. Feb. 1, 1810.

Owners, 1810.

James Devereux, Zach F. Silsbee, Robert Stone, Jr. Dudley L. Pickman.

Benj. Daniels, Master.

Reg. Jan. 2, 1811. The Owners, 1811, same as above with addition of Nathaniel Silsbee.

Zach. F. Silsbee, Master.

Reg. Feb. 15, 1812, and the owners were same as above.

E. Graves, Master.

Reg. Oct. 20, 1815. Owners, N. Silsbee, Zach F. Silsbee, Wm. R. Gray, Boston.

Eleazer Graves, Master.

Description.

2 Decks—3 Masts—Square Stern—No Galleries—No Head.

Length, 94 feet.
Breadth, 25 ft. 9 in.
Depth, 12 ft. 10½ in.

In March, 1809, the Ship Herald, 274 tons, Zach. F. Silsbee, Master, with 15 men, sailed from Sumatra.

HERALD.

Ship, 325 Tons.

Built at Falmouth, 1797. Reg. at Salem, June 8, 1804.

Owners, 1804.

Nath. Silsbee, Samuel Parkman of Boston,
Ebenezer Preble of Boston.

Zach. F. Silsbee, Master.

Reg. Boston, March 17, 1806. Owners, 1806, viz: Samuel Parkman, Ebenezer Preble, Gardner Green, Thomas L. Winthrop, Isaac P. Davis, Benj. Bussey, Rufus G. Amory, all of Boston, Nath. Silsbee of Salem, and Matthew Cobb of Portland.

Zachariah F. Silsbee, Master.

Description.

2 Decks—3 Masts—Square Stern—No Galleries—Man Head.

Length, 101 feet.
Breadth, 27 feet.
Depth, 13 ft. 6 in.

For an interesting account of a battle between five American merchantmen, of which this Ship Herald was one, and the French privateer "La Gloire," see Memoir of Nath. Silsbee, Essex Inst. Hist. Collections, Vol. xxxv, p. 23, and Maclay's History of Privateers, p. 220-222. Maclay also gives a reproduction of an original sketch of the sea fight, made by Capt. Brantz, one of the participants.

On June 9, 1804, the Ship Herald, 325 tons, 17 men, Z. F. Silsbee, master, sailed for Copenhagen.

CAROLINE AUGUSTA.

Ship, 406 Tons.
Built, Portsmouth, N. H., 1826.
Registered Salem, Dec. 19, 1849.
Owners, 1849.
Thos. P. Pingree John B. Silsbee David Pingree
Joseph R. Francks, Master.

Also registered Nov. 20, 1841, and Aug. 15, 1846, with different owners.

Description.
Two Decks—Three Masts—Square Stern—No Galleries
Woman Figurehead.
Sold in California.

HENRY EWBANK.

Barque, 330 Tons (was also a Ship).
Built at Charleston, S. C., 1832. Temporary Reg. Boston.
Owners, 1832.
Robert Stone Nath. Silsbee Dudley L. Pickman
Zach. F. Silsbee
Thomas Leach, Master.

Reg. Boston, July 22, 1833. Owners, 1833, mostly of Boston.

Reg. Boston, Jan. 13, 1839.
Owners, 1839.
Zach. F. Silsbee N. Silsbee Dudley L. Pickman
Robt. Stone N. F. Silsbee
Benj. Thissell, Master.

Reg. also at Boston, Jan. 6, 1841, with *John B. Silsbee of Salem* as *Sole Owner.* (Temporary enrollment, no master given.)

Description.

2 Decks—3 Masts—Square Stern—No Galleries—Scroll Head.

Length, 105 feet.
Breadth, 26 ft. 6 in.
Depth, 13 ft. 3 in.

Used in the Sumatra trade and sold about 1845.

ARGENTINE.

Bark, 298 Tons.

Built, Salem, 1850. Registered, Salem, Nov. 5, 1855. Owners, 1855.

J. B. Curwen	Michael W. Shepard
John Bertram	A. Ward
Henry F. Shepard	J. B. Silsbee

H. B. Putnam, Master.

Registered also May 30, 1850, Jan. 6, 1854, Jan. 22, 1858, with different owners.

Description.

Two Decks—Three Masts—No Galleries—Square Stern Billet Head.

Length, 110 ft. 5 in.
Breadth, 24 ft. 4 in.
Depth, 12 ft. 2 in.

Lost at sea, 1858.

MALAY.

Built, Salem, 1818.

Was a Brig, 268 Tons (altered to a Bark June 21, 1834).

Reg. Salem, Aug. 24, 1818. Owners, 1818: Nath. Silsbee, Zach. F. Silsbee, William Silsbee, D. L. Pickman, R. Stone. Moses Endicott, Master.

Reg. June 21, 1834. Owners, 1834: N. Silsbee, Robt. Stone, Zach. F. Silsbee, Dudley L. Pickman, N. Silsbee, Jr. William Giddings, Master.

Reg. May 10, 1837. Owners, 1837: Stephen C. Phillips, Zach. F. Silsbee, James W. Cheever, Edwin Barnard. Edwin Barnard of Nantucket, Master.

Reg. March 21, 1842. Owners, 1842: James W. Cheever, Stephen C. Phillips, Zach. F. Silsbee. E. F. Lakeman, Master.

Description.

2 Decks—3 Masts—Square Stern—No Galleries—Billet Head.

Length, 96 feet.
Breadth, 25 ft. 1 in.
Depth, 12 ft. 6½ in.

"*John B. Silsbee* was master of the Barque Malay (altered from a brig), which on Nov. 17, 1836, arrived at Salem (Sumatra, July 4, and St. Helena, Sept. 21) with Pepper. It was before reported as having lost cables and an anchor in a severe gale on the Coast of Sumatra, July 7."—*Putnam's "Salem Vessels and Their Voyages."*

Original watercolor of the brig at Peabody Museum. It was used as a Whaler, 1837-42. Cast away in the Mozambique Channel, July 27, 1842.

SOOLOO.

Ship, 440 Tons.

Built, Salem, 1840. Registered, Salem, Jan. 15, 1841.

Owners, 1841.

John B. Silsbee John H. Silsbee Benj. H. Silsbee
Benj. W. Stone William D. Pickman

Samuel Very, Jr., Master.

Registered, Boston, Feb. 2, 1843, with different owners.

Description.

Two Decks—Three Masts—No Galleries—Square Stern Billet Head.

Lost on the west coast of Sumatra, May 14, 1855. W. G. Nutting was master at the time.

"She sailed from Salem, Jan. 18, 1841, under command of Capt. Samuel Very, Jr., for Mobile, thence to Liverpool and the East Indies, and returned to Boston on her first voyage."—*Putnam's "Salem Vessels and Their Voyages."*

(Oil painting, a watercolor, and a half-hull model at the Peabody Museum, and a watercolor at the Essex Institute.)

Mary Ann

Ship, 240 Tons.

Built at Columbia, 1794. Reg. at Salem, Apr. 3, 1815. Owners, 1815.

Joseph Ropes	Nath. Silsbee
Zach. F. Silsbee	Robert Stone, Jr.
Timothy Wellman, Jr.	William Silsbee

Timothy Wellman, Jr., Master.

Reg. also April 13, 1805; May 12, 1809; Aug. 16, 1810; May 6, 1811; April 3, 1815.

The Owners, 1811, were: Nath. Silsbee, Joseph Ropes, Robert Stone, Robert Stone, Jr., James Devereux, John Forrester, merchants, and Timothy Wellman, Jr., mariner. Timothy Wellman, Jr., was also Master.

Description.
2 Decks—3 Masts—Square Stern—Quarter Galleries—Figure Head.
Length, 85 feet.
Breadth, 25 ft. 7 in.
Depth, 12 ft. 9½ in.

"Ship entered Salem Port March 2, 1816, and proceeded to Boston without landing any cargo at Salem."—*Putnam's "Salem Vessels and Their Voyages."*

MARY FRANCES.

Ship, 326 Tons.

Built at Boston, 1840, as certified by Luke Hall and Joseph N. Bates, master carpenters. Reg. at Boston, 1840.

Owners, 1840.
William A. Rea, Boston, 3/8.
John B. Silsbee, Boston, 2/8.
Joseph P. Wheeler, Boston, 2/8.
Archelaus Rea, Medford, 1/8.
Thomas M. Johnson, Master.

Description.
2 Decks—3 Masts—Square Stern—No Galleries—Billet Head.
Length, 110 ft. 9 in.
Breadth, 25 ft. 6 in.
Depth, 12 ft. 9 in.
From Boston Ship Registers, 1840, No. 171.

MASON.

Ship, 295 Tons.

Built at Charlestown, Mass., 1838. Reg. at Boston, 1839.

Owners, 1839.
William A. Rea, Boston, 1/3.
Lewis W. Tappan, Boston, 1/6.
William H. Allen, Salem, 1/3.
John B. Silsbee, Salem, 1/6.
William H. Allen, Master.

Description.

2 Decks—3 Masts—Square Stern—No Galleries—Billet Head.

Length, 115 ft. 9 in.
Breadth, 23 ft. 6 in.
Depth, 11 ft. 9 in.

From Boston Ship Registers, 1839, No. 118.

ONTARIO.

Brig, 222 Tons.

Built, Plymouth, 1815. Reg. Salem, Jan. 24, 1818.

Owners, 1818.

Timothy Bryant	Zach. F. Silsbee
Robert Stone	Dudley L. Pickman

Timothy Bryant, Master.

Reg. at Boston, Dec. 13, 1817, and at that time was owned by Timothy Bryant, Timothy Bryant, Jr., Zach. F. Silsbee, Dudley L. Pickman, Robert Stone, all of Salem. Master was Timothy Bryant, Jr.

Reg. also April 14, 1823, with different owners.

Description.

2 Decks—2 Masts—Square Stern—No Galleries—Billet Head.

Length, 82 ft. 7 in.
Breadth, 20 feet.
Depth, 12 ft. 6 in.

PERSIA.

Brig, 254 Tons.

Built at Salem, 1822. Reg. at Salem, Aug. 20, 1822.

Owners, 1822.

Wm. Silsbee N. Silsbee Zach. F. Silsbee
Dudley L. Pickman Robert Stone

Moses Endicott, Master.

Description.

2 Decks—2 Masts—Square Stern—No Galleries—Billet Head.

Length, 96 ft. 1 in.
Breadth, 24 ft. 4 in.
Depth, 12 ft. 2 in.

Picture of Brig and half-hull model at the Peabody Museum.

Cast away at Brace's Cove on Cape Ann, March 5, 1829. Vessel, cargo and all hands lost. She had on board 1000 bales rags and a quantity of sumac. Insured for $37,000.

The Persia was launched from Magoun's ship yard, Aug. 10, 1822, and then described as an "elegant coppered brig owned by the Messrs. Silsbee."

Pickering Dodge.

Ship, 363 Tons.

Built at Charlestown, Mass., 1839, and certified by Magoun and Turner, master carpenters. Reg. at Boston, March 27, 1839.

Owners, 1839.

William A. Rea, Lewis W. Tappan, of Boston.
John B. Silsbee of Salem.

William A. Holbrook, Master.

Description.

2 Decks—3 Masts—Square Stern—No Galleries—Billet Head.

Length, 123 ft. 4 in.
Breadth, 26 feet.
Depth, 13 feet.

From Boston Ship Registers, 1839, No. 80.

SUSAN.

Brig, 133 Tons.
Built at Scarborough, Maine, 1834.
Registered at Boston, Oct. 19, 1839.
Owners, 1839.

John B. Silsbee, William A. Rea, Lewis W. Tappan, of Boston, William A. Davis of Salem.

William A. Davis, Master.

Description.

1 Deck—2 Masts—Square Stern—No Galleries—A Figure Head.
Length, 77 ft. 7½ in.
Breadth, 21 ft. 2⅝ in.
Depth, 9 ft. 2½ in.

From Boston Ship Registers, 1839, No. 257.

STEPHEN PHILLIPS.

Ship, 334 Tons.

Built at Medford, Mass., 1839, as certified by Jotham Stetson, master carpenter. Reg. Apr. 20, 1839, at Boston.

Owners, 1839.

William A. Rea of Boston, *John B. Silsbee* of Boston, Chas. J. F. Binney of Boston, Jotham Stetson of Medford.

Nathaniel Thomas, Master.

Boston Ship Registers, 1839, No. 105.

Reg. again at Boston, Dec. 24, 1839, with owners, viz: William A. Ray, 2/6; John B. Silsbee, 1/6; Chas. J. F. Binney 1/6; Jotham Stetson, 1/6; Archelaus Rea, 1/6.

Description.

2 Decks—3 Masts—Round Stern—No Galleries—Billet Head.
Length, 115 ft. 5 in.
Breadth, 25 ft. 2 in.
Depth, 12 ft. 7 in.

Sold later to W. A. & A. Rea.

NOTES FROM MEMORANDUM BOOK OF JOHN STONE, DEACON OF THE FIRST CHURCH, SALEM.

From the Original in the Possession of John Robinson.

(*Continued from Volume LXI, Page* 112)

1829, Decm. 9. Accompanied Rev. C. W. Upham to Lynn, attended in council to ordain David March Barlow as pastor over 2nd Church—Mr. Upham gave right hand. Dr. Lowel preachd—Heb. 5-2.

1830, Nov. 9. Accompanied Rev. Mr. Upham to the house of Ruben Reed, witnessed the christening of their child Edward—3 years old 15 July last. The wife very sick, consumption.

1831, June 19th. Amos D. Wheeler elected Deacon instead of Deacon Walsh resign'd and removed to Danvers.

Sept. 18th. Accompanied Mr. Upham with Deacon Wheeler to the house of Gen. Hovey and witness'd the christening of Lucy Collins an adult—also Sarah Ellen—child of Agnes D. F. Prebble—of Govern. Maine.

Octo. 2nd. Accompanied Mr. Upham with Dea. Wheeler to the house of Mrs. Lemon—witness'd the christening of Jane Davis Plum, grandchild of Mrs. Lemon.

Nov. 6. Rev. Mr. Uphams 5th child christend by Dr. Prince at meeting—Henry Wendell. Accompanied Rev. Mr. Upham to the house of Deacon Amos D. Wheeler, witnessd the christening of his son—Charles Henry.

1831, Decm. 24. At 9 oclock A. M. attended Rev. Mr. Upham to the house of James Goodhue, Mrs. A. Goodhue present—witnessed the christening of their daughter 2 years old last Sept. by the name of Sarah Ervin.

1835, March 21st. Accompanied Rev'd Dr. Prince to the house of Revd. Charles Wentworth Upham to witness

the christening of their three youngest children—who were nam'd—Mary Wilder (about 2 years old)—Ann Holmes—(about 1 year old)—George Murray—born 4th Jany. 1835.

1835, March 20. Elder D. A. White and myself, the only officers of the Church, decided it was inexpedient to continue the custom of sending what wine was left at communion days to the ministers—but to keep it for the sacred use.

1836, June 7th at 1½ oclock—Died The venerable Signr Pastor Rev. John Prince in the 85 year of his age and 57 of his ministry—all the Bells tol'd ½ an hour at 2 o'clock. Sunday 17th Apl. he perform'd half the servises and Sunday May 1st half the Communion servise.

1838, Feby 22nd. Upon review of my Records and Diary—I find the following Facts—In April 1807 Join'd the First Church—In Nov. 1812 was elected a Deacon—from that time have been absent from communion servises—seven times—viz.: 1819 Feby. 7th Lung Fever—being the first time since a Deacon and 2nd since a member—and in 1822 Augt. 4—my Father being very sick, went to Boxford to get him a ——— and ——— years Sept. 1st my Father lay *dead.*

1828 July 6—sick, violent attack cholera.

1830 Augt. 1st—Bitten by a dog in my foot—confind to bed.

1836 June 5th—Sick Bowel complaint—taking physick—Thus it appears for 31 years I have been absent from Communions only seven times.

1838, June 10th. Accompanied Rev. Mr. Upham to the house of Ephraim Emerton to witness the christening of their three youngest children, who were nam'd James Arthur—born Augt. 28, 1834—George Robinson—Feby. 9th, 1835—and Edward Putnam—Sept. 15, 1837. The youngest about 9 mos.

Decm. 9th. Attended Mr. Upham to the house of the widow of the late Wm. Stearns—who offer'd for baptism

two of her grand-daughters, children of Richard Stearns who had separated from his wife and both absent. Their names were Lucy Theodora Sprague, aged 14—Sarah White Sprague, 10.

1839, Sept. 27. Attended at Rev. C. W. Upham's house to witness Rev. Mr. Sewell baptise his two children —William Phineas —about 5 years old, and Sarah Wendell—an infant.

1840, Decm. 14th. Jury gave a verdict—that the Eastern Rail Road had injurd Deacon's Marsh—262$ damages and $48.46 Interest—A. Huntington, Atty. 50$ his fees—the balance 212$ loan'd the 1st Society note dated Jany 1st 1841.

1842, May 2nd. Attended Rev'd Mr. Upham to the house of Mrs. Nathaniel Saltonstall to witness the christening of her three children—(Catharine Pickman had been christen'd in infancy). The other three were nam'd —Elizabeth Saunders aged 16—Henry, 14—William Gurdon aged 10 years.

1842, July 24th. Accompanied Rev'd Mr. Upham to the house of Augustus J. Archer, to witness the christening of their first child 4½ mos. old. The *beautiful* child was nam'd Caroline Emily.

Sept. 4th. Accompanied Mr. Upham to the house of Nathan Frye to witness the christening of his wife Ann.

Salem, March 26th, 1843, Sunday, at the house of Rev. Charles W. Upham witnessed the christening, by Rev. Mr. Sewell, their 13th and 14th children who were nam'd —John Holmes—about 18 mos. old and the babe Oliver Wendal Holmes.

May 4th. Accompanied Rev'd Mr. Upham to the house of Ebenezer Hathorn and witness'd his *marriage,* with Catharine Peace!

1843, May 28th. Witness'd the Christening of Anne Ashby, the wife of Samuel Bartlett Buttrick—also their two children—who were nam'd Mary about 4 years old, and Emily—about 2. This took place after A. M. services were over in the Church—by Revd. C. W. Upham.

July 2nd. Hannah Osborn was christen'd and join'd the Church.

Octo. 8th. Accompanied Rev. Mr. Upham to the house of Ephraim Emerton to witness the christening of their 2 youngest children nam'd Caroline Prince 2½ years and Charles Silsbee—8 mos.

1844, Jany. 21st. Accompanied Rev. Mr. Upham to the house of John Mackie witness'd the christening of their infant John Andrews—4 mos. old.

April 14th. Letters missive was read from the Unitarian Ch. in Brooklin, N. Y., to enstall Rev. Mr. Farley —Chose myself Delegate.

Accompanied Rev. C. W. Upham to the house of Mrs. Cushing—to witness the christening of her grandson and son of Geo. A. Ward Esqr. of N. Yk, was nam'd *Frank*— Ae 19½ years—Also two children of John Gardner jr.— One was nam'd Emily Maria—13 years—and George Endicott 8 years.

1844, Decm. 9th. Revd. Charles W. Upham sent in his resignation as Pastor of First Church. Having been their minister 20 years—Ill health; (Bronchitis). The Society after expressing their regret and some complimentary resolves on his leaving etc., voted him a year's salary $1500—This request was granted. His disease, *"of the Throat,"* had prevented his preaching much since Jany; went a journey to his Native place, New Brunswick—for 4 mos.— but to no advantage. He took the Editorial— in 1845 March—of the *Christian Register,* which is greatly improv'd. He remains in Salem in his own house—visits Boston daily or 4 times per week—and renders many kind offices to the parish—who are much attached to him.

April 22nd. At the particular request of Miss Rebecca Bailey Micklefield to be baptised by Rev. C. W. Upham, I accompanied him to her house and he administered the ordinance of Baptism—name Rebecca Bailey Micklefield. I then gave her the Book which containd the Covenant, which she sign'd—Upon which I told her, she was a member in full communion with the 1st Church—entitled to all its privileges and immunities. Finis—of Revd. C. W. Upham ministration.

1845, Nov. 11th. A petition sign'd by about a doz. was sent at 2 oclock, requesting the committee to call together all the owners and occupiers of Pews to meet at 7 oclock about getting a minister—the notise went out at 3½ P. M., at 7 oclock about 50 met—about half voted to give Thos. Hill a call—Salary $1200.—either party to leave 6 mo. notise—about ¼ against and ¼ nutral—that what I guess at the time, 2nd vote unanimous—and since been confirm'd by conversation in the parish. Mr. Hill had a previous call at Waltham and accepted it.

1846, Jany 14th. Attended in Council as Delegate for 1st Ch. to ordain Frank Parker Appleton over the 1st Unitarian Ch. in Danvers—all the performance of first order. The ladies din'd with council—had a good time—trouble in council—Dr. Gannett made a fuss about Church membership etc.!

May 15th. The parish by a unanimous vote invited Rev. Thomas Treadwell Stone to become their minister—Salary $1300—Answer affirmative.

July 12, Sunday. Dr. Geo. Choat in behalf and in the name of the Committee Inducted him into the responsible office as minister and Teacher of the First Church—after the address by Dr. Choat, reply by Rev. Mr. Stone and very appropriate musick—Mr. Stone went up into the Pulpit and preach'd a most splendid Installation Sermon—Horace L. Conolly presented him with a Gown—which he wore 1st time.

Octo. 8th. Accompanied Rev. Thos. T. Stone to the house of Mrs. Lucy P. Robinson—to witness the christening of my grandson, who was nam'd JOHN—3 mos. old.

1847, Feby. 11th. Accompanied Rev. T. T. Stone, to witness the christening of Hon. Stephen P. Webbs first child, who was nam'd CAROLINE ROBINSON.

1847, March 7th. Augustus J. Archer's child was christened—I not notified.

March 10th. Mr. Octavius B. Frothingham ordained over North Church—D. A. White and G. H. Devereux Delegates.

1847, June 20th. Witness'd the christening of Rev. Thomas Treadwell Stone's 12th child who was named Elizabeth Gardner. Eleven children are living and all present.

September 3rd. James King and Wm. Brown chosen Deacons of the first Church; who voted that the Deacons should no longer have the income of the Deacons marsh!! —but should go to support the Sacrament!! They have had the income of it nearly two and a half centuries.

Sept. 14th. Deliverd to Deacons King and Brown the Deacons Book with the balance of Church money—$11.14 —Also the Book contributions Fast and Thanksgivings.

THE BURNAP-BURNETT GENEALOGY.

By Henry Wyckoff Belknap.

(*Continued from Volume LXI, page* 64.)

She married 2 June 1873, as his third wife, Edmund, born about 1809, at Windham, Vt., son of Edward and Polly Banks.

She died 16 December 1885, at Townshend.

Children, born at Townshend:

759. Ella Lestina, born 10 Dec. 1849, died Nov. 1877.

760. Orrin E., born 21 Sep. 1866.

761. Charles Herbert, born 30 Oct. 1859.

567. Laurilla Wilkinson Burnap, born 18 July 1824, married 25 November 1852, Seneca Miller.

They lived at Townshend and Brattleboro, Vt., and had no children. She died 28 October 1897, and he died 6 May 1899, at Townshend.

570. Jason Burnap, born 18 May 1818, married before 1845, a wife named Esther, who died 21 January 1845, aged 27, at Williamsburgh, Mass. She was born at Rowe, Mass., but her family name is not found.

He married 5 August 1846, Mary M. Nichols, born about 1823, at Bennington, Vt., who married 31 July 1872, Edmund Wait. He lived at Williamsburgh, but at the time of his second marriage is called "Jason Bonknappd of Rowe."

He was a miller by trade.

Child by first wife, born at Williamsburgh:

750. A daughter, born 9 Jan. 1845, died 11 Jan. 1845.

By second wife, born at Rowe:

751. Harlan P. (or Harley P.), born about 1847.

572. Adeline Ardelia Burnap, born 1 August 1824, married 27 January 1852, at Windham, Vt., Harvey N., born 13 October 1825, son of Reuben and Roxanna (Upham) Prentiss. She died 9 May 1903, and he died 29 November 1908.

Children—Prentiss:

Bliss Burnap, born 8 Jun. 1857, married 28 Jan. 1913, Sarah Frances Harvey.

Ernest Asahel, born 8 May 1862, married 7 Oct. 1891, Lydia Matthews.

576. Mary Wyman Burnap, born 4 December 1830, married 23 September 1849, at Millbury, Mass., John Bryant, born 13 June 1823, at Williamstown, Vt., son of Samuel and Susan (Bryant) Richardson. The State Record gives the marriage as of 23 April.

They were living in Millbury in 1851 and had one or two children, but the records do not appear. He died 29 November 1856 (?) at Williamstown.

577. Jerome Jackson Burnap, born 3 January 1830, according to the records, but either this date or that of the birth of his sister Mary Wyman is in error. He married before 1864, Sarah Jane, born 7 July 1839, at Grafton, Mass., daughter of Simon and Mary Hobart.

He was a sash and blind maker in Millbury, and his wife died there 14 May 1889.

Children, born in Millbury:

792. A son, born 3 Sep. 1864.

793. Charles L., born 1 Mar. 1868, died 5 Sep. 1868, Millbury.

579. Mary T. Burnap, born 23 April 1825, married 27 November 1845, Henry, born 24 January 1824, son of Henry and Anna (Briggs) Hobart.

He was a tack manufacturer in North Abington, Mass., removing there from Lowell where they at first lived.

Children—Hobart:

Walter Henry, born 10 Feb. 1848, Abington.

James Frederick, born 26 Jan. 1850.

Mary Isabelle, born 12 Apl. 1852.

George Burnap, born 8 Feb. 1854.

Anna Caroline, born 14 Mar. 1856.

Richard Everett, born 16 Jun. 1858.

Emily Florence, born 18 Mar. 1861, died Sep. 1863.

Grace Agnes, born 15 Jul. 1864.

580. James T. Burnap, born 30 July 1829, married 4 February 1850, Ellen W., born about 1830, at Newburyport, Mass., daughter of John and Elvira (Wade) Gawn of Lowell, Newbury and Newburyport.

They were married at Lowell, he being a railroad employe, and in 1891 his widow and daughter were living in Newton, Mass., removing to Lowell in 1893, but at the time of his death, 1 July 1877, they were in Dunstable, Mass., where he died from a lightning stroke at the age of 49:11:1.

The will of James T. Burnap of Dunstable. Wife Ellen W. Burnap, daughter Ellen Gertrude Burnap, brother-in-law Henry Hobart of East Bridgewater executor. 18 May 1888 (sic) probably an error for 1877. Proved 17 July 1877.

Witnesses:—James M. Swallow
Walter Parkhurst
Lucinda C. Swallow

Mddx. Probate Records, vol. 410, p. 419.

Child, born in Fitchburg(?) or Lowell:

764. Ellen Gertrude, born 22 Feb. 1851, was a clerk in the Nonantum Worsted Company in Newton in 1891.

581 Uzziah Cicero Burnap, born 17 June 1834, married 9 October 1862, he being being called a merchant, Harriet W., born about 1834, at Thetford, Vt., daughter of John G. and Hannah W. Moore.

He lived in Brooklyn, N. Y., and was employed in a commission house in New York City. He studied music abroad and was the organist of the Dutch Reformed Church on Brooklyn Heights and a writer of hymns. He died in Brooklyn 8 December 1900, aged 67:8:0, and later his wife lived with her daughter in Boston.

Children:

765. A daughter.

766. Helen, born in Brooklyn.

582. Otis G. Burnap, the date of whose birth is not known, nor the date of his marriage to Laura Lyman, born about 1841, in Boston, daughter of Samuel and Laura

(Lyman) McBurney. Her father was born in Ireland and her mother in Springfield, Mass.

She was buried in Mt. Auburn Cemetery, Cambridge, having died 8 June 1890, in Newton, aged 48:7:23. No children have been found.

583. Lucy Candace Burnap, born 24 February 1834, married 29 March 1857, James Burnap, born 8 February 1835, at Brattleboro, Vt., son of Zenas and Fanny (Burnap, No. 384a) Frost of Brattleboro.

She died 29 May 1902, and he died 10 July 1907, aged 72:5:2, at Brattleboro.

Children—Frost:

Gaius Burnap, born 8 Aug. 1869, married 18 Aug. 1897, Bertha Anna Whitney. He was a professor.

Jerry Albert, born 12 Dec. 1862, married 15 Oct. 1888, Hattie Lucretia Holt.

584. Asa Burnap, born about 1846, married 7 February 1875, at Somerset, Vt., Abbie, born at Searsburg, Vt., daughter of James and Malona Crosier and widow of a Smith of Halifax, Vt.

He was a farmer in Somerset and died there 26 April 1893, but the date of his wife's death is not found.

Children, born in Somerset:

767. Carroll, born 4 Jul. 1876.

768. Charles Newton, born 14 Jul. 1878.

769. Pearl Noble, born 20 May 1886.

586. George Skeel Burnap, born 17 August 1845, married 14 September 1880, at St. Heliers, Jersey, England, Elizabeth Winthrop, daughter of Rev. Thomas Harvey and Mary Sandford (Day) Skinner of Cincinnati, Ohio, and widow of a Hull.

He was an artist and lived in Poughkeepsie, N. Y., Paris, France, and Marietta, Ga. His wife died 14 June 1881, in Paris, and was buried at St. Brelade's, Island of Jersey, and he died 12 May 1891, at Marietta, where he was buried.

Child:

770. A child, died young.

591. Hannah Louise Burnap, born 7 August 1826, married 26 November 1846, Hiram King, born in Chesterfield, N. H., son of Harvey and Lois (Smith) Davis. He lived in Winthrop, N. Y., but died in Parishville, N. Y. No dates are found for either her death or his.

Children—Davis:

Hiram Burnap, born 14 Mar. 1848, lived in Hebron, Neb.
Fanny Elizabeth, born 31 Jan. 1850, died 14 Feb. 1859.
Bliss Newton, born 19 Jul. 1860, died 2 Mar. 1892.
Herbert Lyman, born 12 Jul. 1862, lived in Winthrop, N. Y.

592. Bliss Newton Burnap, born 19 March 1836, married 6 September 1860, Mary Miranda, born 20 August 1837, Parishville, N. Y., daughter of George B. and Mary (Priest) Pease, who died 24 July 1863, and he married Lizzie Cook of whom nothing is known.

He had five children who died young, besides the one below, and he died 4 September 1882, at Stockholm, N. Y.

Child:

771. Frank P., born 6 August 1861.

595. Almina Mandana Burnett (Burnap), born 23 March 1818, married 14 February 1835, Zeno, born 13 March 1812, son of James Sumner Hunter.

She died 18 April 1856, at Newport, N. H., and he married 9 August 1856, Hattie E. Nelson.

He was a wheelwright and photographer and lived at Cornish and Newport, N. H., removing later to LaFayette, Ia., but appears to have returned East, as he died 18 December 1901, aged 88, at Unity, N. H.

Children—Hunter:

John Howard, born 14 Mar. 1841, married Ellen P. Harris and lived at Hartford, Vt.
Harlan Page, born 30 Oct. 1844, married Nellie A. Weaver and lived at Claremont, N. H.
Lyman Hall, born 9 Feb. 1853, married Mary Elizabeth Bryant, widow of a Sisson. He died 22 Mar. 1887, aged 56:0:5, at Brattleboro, Vt.
Lucian Burnap, died 1868, aged 12.

599. Elijah W. Burnap, born 23 Feb. 1821, married 26 October 1848 or 1849, at Plainfield, N. H., Emily, born 1809, at Reading, Vt., daughter of Ezra and Olive (Lincoln) Fay from Northborough and Westborough, Mass.

He was a farmer in Norwich and Plainfield, and his wife died 3 February 1899, at Lebanon, N. H., aged 90:0:4, and was buried at Plainfield, where he died 22 July 1907.

Child, born in Plainfield:

772. Ida S., born 23 Oct. 1852.

600. Laura Jane Burnap, born 6 March 1823, married 28 Oct. 1850, Sylvester Austin of Benson, Vt. They lived at West Lebanon, N. H., she having taught school at the age of 16, and his trade was that of mason.

Children, born at West Lebanon—Austin:

Charles W., born 28 Jan. 1852, married 1 Jan. 1873, Ellen Belfast of Lyme, N. H.

Julia C., born 4 October 1859.

Arthur A., born 21 Sep. 1864.

602. Orville W. Burnap, born 3 August 1826, married 31 July 1855, Sarah H., born 5 December 1836, at Lebanon, N. H., daughter of Jesse Edson and Sarah Ann (Porter) Dewey of Hanover, N. H.

He was a carpenter and school teacher and lived at Meriden and Lebanon, N. H., and at Sharon, Vt., and Plainfield, N. H.

His wife died 25 February 1873 at Lebanon, and he married 3 March 1874, at Plainfield, Janet H., born 1829, at Plainfield, daughter of Sanborn Davis of that place and widow of a Towne. He died 23 July 1907, aged 80:11:13, at Lebanon.

The Lebanon History says that he taught school in West Lebanon in 1857 and was on the Committee on Town Accounts in 1869 and had formerly lived in North Royalton, Vt.

Children:

773. A child, died 5 Nov. 1858, Plainfield.

774. A child, died 5 Nov. 1858, Plainfield.
775. David Edson, born 27 Jul. 1861, Plainfield, N. H., or Sharon, Vt., died 15 Dec. 1879. He was unmarried and had been a Representative from Lebanon.

603. Sidney L. Burnap, born 6 September 1828, married 2 November 1854, Loretta P. Walker of Claremont, N. H. He lived a few years at Claremont and then removed to West Lebanon, where he died 1 March 1857, and she removed to Providence, R. I.

Child, born in West Lebanon:
776. Warren Sidney, born 20 Jan. 1857.

604. Alvares E. Burnap, born 24 April 1831, married Dianna A. Nichols of Fenner, Madison Co., N. Y. He lived at Cornish Flat with his uncle Arunah Burnap, but removed to Orion, Olmsted County, Minn., where he was a shoemaker and farmer at the age of 18. He was later Chairman of the Board of Supervisors, Town Treasurer, County Commissioner and State Representative.

Children:
777. Sidney, born 3 Jan. 1857.
778. Charles H., born 10 Jul. 1862.
779. Arthur, born 15 Dec. 1865.
780. Elijah, born 17 Aug. 1869.
781. Tira Ellen, born 13 Jun. 1874.

605. Mary E. Burnap, born 11 May 1838, married 17 March 1859, Alfred Ward of Lempster, N. H. He was a merchant and farmer and removed from Lempster to Spring Lake and Grand Rapids, Mich., where he was a merchant.

Children:
782. Benjamin F., born 15 Mar. 1867, Lempster.
783. William A., born 24 Jan. 1868, Lempster.
784. George B., born 30 Apl. 1873, Spring Lake, Mich.

606. George L. Burnap, born 10 July 1843, married 18 March 1871, Frances, born about 1849, at Hartland, Vt., daughter of A. Bugbee.

He died 1 February 1873, aged 28, at Plainfield, N. H., and she removed to Indiana. They had no children.

607. Ella M. Burnap, born 4 May 1845, married 12 June 1865, John W., born 1833, at Plainfield, N. H., son of Charles and Amey (Westgate) Peterson of Plainfield, the Westgate family having come to that town from Killingly, Conn., in 1778.

He was a farmer in Plainfield and was for two years, about 1861, in the U. S. Sharpshooters.

Children—Peterson:

Georgianna, born 15 Jun. 1872, married 12 Jun. 1894, Frank J. Chadbourne, of Cornish, N. H.

Charles H., born 30 Jun. 1868.

608. Eleanor Elizabeth Burnap, born 3 Nov. 1817, married 22 November 1842, John B. Harlow and lived in Lowell, Mass., and Brooklyn, N. Y. The little Burnap Genealogy is not clear as to whether it was she or her daughter who married, 28 November 1867, Walter Oliver Wetherbee and lived in Brooklyn. It states that both John B. Harlow and Walter Oliver Wetherbee were in the sewing-machine business in Brooklyn in 1876.

Children, born in Lowell—Harlow:

Frederick William, born 18 Mar. 1844, died 1 Nov. 1845, Lowell.

Elizabeth Campbell, born 29 Dec. 1846.

609. Sylphia Amanda Burnap, born 12 August 1819, married 15 July 1849, Leonard, son of John and Mary Woods, who had been previously married. At a later date she married Burnham C. Benner of Benner Brothers, Lowell, Mass. No children are known.

610. Mary Jane Burnap, born 20 January 1822, married 22 November 1848, Frederick William Tuxbury. They lived in Lowell and about 1851 removed to Jersey City, N. J., where he was in the sash, door and blind business and later lived at Bergen Heights, N. J.

Children, Tuxbury:

Annie Elmira, born 27 Aug. 1849, Lowell, died 26 May 1853.

Mary Alice, born 30 Mar. 1851, Lowell.

Thomas Edward, born 24 Jan. 1853, Jersey City, died 6 Aug. 1853.

Helen Amanda, born 28 Oct. 1856, Jersey City.

Charlotte, born 6 May 1860, died 28 Jul. 1861.

611. Sarah Ann Burnap, born 7 February 1824, married 2 June 1842, Thomas L. Tuxbury, who was a partner in the firm of Tuxbury Brothers in Jersey City, like the preceding. They had no children.

612. Frederick Augustus Burnap, born 26 December 1825, married 15 July 1849, Sarah J., born about 1827, daughter of Andrew and Lydia Wood. He was then a merchant in Lowell, where they were married.

She evidently died before 1867, although the date does not appear, as he married 10 October 1867, Cinderella A., born about 1833, in Massachusetts, daughter of Darwin and Julia Woods, and a niece of Leonard Woods, who married Sylphia Burnap, No. 609. This marriage also took place in Lowell. He lived there and also in New York.

He appears to have died in 1906, as his wife was administratrix of his estate 4 December 1906, James E. Gibson and Myra B. Gibson sureties.

Mddx. Probate Records, vol. 691, p. 380.

Children, by first wife:

785. Frederick Allen, born 15 Aug. 1856.

786. Myra, born 1860.

787. Ida, born 7 Mar. 1862, died 17 May 1862.

By second wife:

788. Clara A., born 10 Aug. 1868, Northborough.

789. Louisa, born 5 Oct. 1870, Marlborough.

790. Alla, born 15 Apl. 1875, Marlborough.

613. William Henry Burnap, born 26 December 1825, married May 1860, Caroline Lucinda Barrett of

Maine. They lived in Jersey City, N. J., where he was the manufacturer of Davis and Kidder's electro-magnetic machines.

Child:

791. Ellen Staniels, born 9 Aug. 1864, New York City.

615. Lucy Russ Burnap, born 10 July 1832, married 15 February 1854, Walter, born 18 June 1823, Ashby, Mass., son of Dr. Moses and Rachel Kidder. They lived in Townsend and Lowell, Mass., where he practised medicine, and in New York City and Jersey City. He graduated from Harvard and the Berkshire Medical School, served as Surgeon in the U. S. Cavalry, in Scott's 900 in 1861, and was the inventor of Davis & Kidder's electro-magnetic machines. He died 28 Jan. 1872, and she was living in 1876.

Children—Kidder:

792. Charles B., born 26 Nov. 1861, New York.

793. Walter F., born 18 Jan. 1865, Townsend, Mass.

794. Joseph D., born 19 Apl. 1869, Jersey City, N. J.

618. John W. Burnap, born 22 February 1831, married in 1855, Sophia N. Pratt, of Brattleboro, Vt., and they lived in that place, where he was one of the firm of Eustis & Burnap, saddlery and harness makers, and where he held several town offices.

He died 27 February 1887, aged 56:0:5, at Brattleboro.

Child, born in Brattleboro:

795. Edward Hoyt, born 13 Oct. 1858.

619. Mary F. Burnap, born 18 November 1835, married 18 January 1837, Seth Ellis of Thetford, Vt., at which time she was of Norwich, Vt.

She taught school and died about 1869.

Child—Ellis:

Elanor, married Oscar Patrail of Norwich, Vt.

620. James T. Burnap, born 12 June 1839, married 6 June 1872, at Winchester, N. H., Sarah R. Kendall, born 1842, at Athol, Mass.

They lived in Winchester, N. H., and Dunstable, Mass., and he was on the School Committee in 1857, was Town Clerk in 1860-3 and 1868-71, and Representative in 1870. In 1873 he was Superintendent of the Nashua, Acton & Boston Railroad.

He was in the harness business with his father, and in 1901 was living in Winchester with his wife, but they had no children.

626. Edwin Lincoln Burnap, born 11 April 1861, married 17 November 1881, Margaret, born 13 April 1861, at Norwich, Conn., daughter of Robert and Elizabeth (Scott) Henderson.

They lived at Norwich and he was the Superintendent of the Water-works of that place and a wheelwright and plumber by trade. They were living there in 1916.

Children, born in Norwich:

796. Cora Elizabeth, born 3 Aug. 1883, died 17 May 1902.
797. Lottie Sarah, born 3 Nov. 1885.
798. Florence Jane Henderson, born 30 May 1881.
799. Ruth Lincoln, born 13 Aug. 1890.

627. Milton Burnap, born 25 August 1794, evidently had a wife named Martha before 1849 and was living in Coventry, Conn. He and his daughter Martha are mentioned in the will of Daniel Burnap, No. 245, in 1838, but little else is known of him. He probably lived in Mt. Morris, N. Y.

Children, born in Coventry, Conn.:

800. Daniel Milton, born 30 Mar. 1849.
801. Martha Irene, born 5 Aug. 1851.
802. Belle.

628. Sophronia Burnap, born 8 July 1813, married 11 September 1833, Harvey Watson Doolittle, born 11 August 1807, son of Jacob and Dorothy (Copp) Brewster. They lived at Chicago, Ill., and she died there 20 July 1880, and he died there 4 February 1884.

Children—Brewster:

Charles F., born 29 Oct. 1836, Rochester, N. Y., died 12 Oct. 1837.

Mary Copp, born 5 Feb. 1841, married 30 July 1878, Gideon L. Barber.

633. James F. Burnett, born 4 July 1847, married 29 November 1870, at Charlestown, Mass., Ellen, born about 1844, in Ireland, daughter of John A. and Rose Medole.

He was a carpenter and lived in Charlestown, but no children have been found.

635. William Henry Burnett, born 17 September 1851, married 9 April 1873, at Charlestown, Anna, born about 1853, daughter of Charles and Mary Hitchings. He was called "clerk" at the time of their marriage. Evidently she died before 1888, as he married 2 February 1888, at Somerville, Mass., Hannah A., born about 1866, daughter of James and Hannah Madden of Charlestown, at which time he is called "foreman."

Children:

803. Mabel, born 4 Sep. 1873, Charlestown.
804. Frank, born 23 Jul. 1874, Boston.

636. John Young Burnett, born 12 September 1854, married 6 February 1881, at Boston, Mary A., born about 1860, at Boston or Charlestown, daughter of Timothy and Julia Brennan. He was then of Everett and she of Boston, and he was a teamster.

Child, born in Everett, Mass.:

805. Arthur, born 2 Aug. 1886.

637. Charles T. Burnett, born 1 April 1857, married 20 February 1884, at Boston or Everett, Florence E., born about 1865, at Charlestown, daughter of Josiah H. and Mary E. Currier, at which time he was a trader in Everett and she was of Charlestown or Boston.

Children, born in Everett:

806. Florence L., born 17 Mar. 1892.
807. Charles Henry, born 23 May 1893.
808. Grace Elizabeth, born 12 Jul. 1897.

638. Andrew J. Burnett, born 8 July 1859, mar-

ried 26 October 1881, at Boston, Sarah E., born about 1863, at Boston, daughter of Watson H. and Sarah S. Fifield. They were both of Boston and he was a clerk. No children have been found.

640. Estella Eastman Burnett, born 20 January 1863, married 31 October 1879, at Charlestown, Walter A., born about 1860, Brooklyn, N. Y., son of Charles T. and Mary A. Pearce. He was then a plumber and both were of Boston. No children have been found.

644. Charlotte E. Burnett, born about 1841, married 9 July 1879, at Boston, Nathan C., born about 1814, at North Brookfield, Mass., son of Avery and Abiah (Spooner) Cary and widower of Frances F. Wilson, whom he married in 1845.

He was a Solicitor and Clerk of Probate in Boston. No children are known.

652. Mary Addie Burnett, born 24 February 1852, adopted daughter of Charles Wellington Burnap (Burnett), married 15 May 1873, at Newton, Mass., Frank Emery, born 13 December 1846, Brighton, Mass., son of Ira and Mary Susan (Bullard) Hunter of Oakham, Mass.

He was a provision dealer in Brighton.

Children—Hunter:

Marion Dexter, born 9 May 1874.
Elizabeth Wellington, born 8 Aug. 1878.
Susan Bullard, born 25 Mar. 1880.
Mary Lincoln, born 8 May 1890.

653. Emma Augusta Burnett, born 1 April 1859, married 27 November 1884, at Boston, Henry E., born about 1850, Bowdoinham, Me., son of Albion and Nancy L. Huntington.

He was a provision dealer in Boston. No children have been found.

656. Dorothy Burnap, born about 1832, married 28 October 1842, Ira Withington. She died 24 April

1850, aged 28, at Ludlow, Vt. No children have been found.

656a. Edward Burnap, born 28 April 1834, at Ludlow, Vt., married before 1864 Abbie F., born 3 December 1843, daughter of Ebenezer Holt and Hannah (Felton) Tuttle of Peru, Vt. They lived at Peru and later at Brentwood, N. H., and he was a farmer and teamster. He died 12 July 1902, at Brentwood, ae. 68:2:14.

Children:

808a. Walter C., born 8 Jul. 1864, died 9 Jun. 1877, ae. 12:11.
808b. Arthur A., born 25 Nov. 1865.

657. Edward or Edmund Burnap, born 3 June 1828, married 10 September 1851, at Fitchburg, Mass., Nancy (Polly) Merritt, born about 1830, at Fitchburg, daughter of Amos and Polly (Burnap No. 440) Darby.

He was a farmer and lived at Fitchburg and Ashburnham, Mass., as late as 1868.

Children:

809. Mary Jane Tilson, born 8 Jun. 1852, at Fitchburg, died 30 Sep. 1867, aged 15:3:24, at Ashburnham.
810. A son, born 6 Apl. 1854, at Fitchburg, died 11 Apl. 1854, ae. 5 days.
811. Sabra, born about 1855, at Fitchburg, died 6 Oct. 1867, ae. 12:1:28, at Ashburnham.
812. A son, born 3 Dec. 1864, at Ashburnham.
813. Walter E. (or R.), born 14 May 1866, at Ashburnham.

659. Susan Maranda Burnap, born 5 April 1832, married 13 May 1853 (?1852), at Fitchburg, Alexander Hamilton, born 4 January 1827, at Leominster, Mass., son of Wright and Betsey E. (Raymour) Rugg (see No. 443). They were both of Fitchburg at the time of marriage, but lived later at Sterling and Leominster, and he was a farmer.

Child—Rugg:

Walter H., born 25 Feb. 1854, married J. Blanche Beamon of Princeton, Mass.

660. Eliza Elvira Burnap, born 3 November 1834, married 18 March 1854, Nathan, born 22 November 1829, at Princeton, son of Elmer and Lucinda (Conant) Baker of that place and Westminster, Mass.

She was of Westminster and he of Fitchburg at the time of marriage. No children have been found.

661. Mary Ann Burnap, born 22 August 1838, married 25 August 1856, Jacob, born 28 August 1832, at Leominster, son of Wright and Betsey E. (Raymour) Rugg and brother of the preceding. She was of Fitchburg and he of Leominster at the time of marriage.

He served in the Civil War, enlisting June 1861 in Co. A, 15th Massachusetts Volunteer Militia, was taken prisoner and discharged 22 October 1862, and he re-enlisted in Co. H, Heavy Artillery and was mustered out 17 July 1865. He was employed in a paper-mill in North Leominster.

Children—Rugg:

Edward L., born 6 Sep. 1857, died 7 Jan. 1862.

Catherine E., born 24 Jan. 1864, married 8 Jun. 1893, William O. Horton of Fitchburg.

Caroline L., born 24 Mar. 1866, married 3 Nov. 1896, E. H. Nutting of Leominster.

662. Charles H. Burnap, born about 1843, married 15 September 1862, at Ashburnham, Elizabeth L., born about 1844, Ashburnham, daughter of Lorenzo and Betsey Smith.

He was a carpenter at the time of marriage, but later became a paper-maker and they lived at Ashburnham, Leominster and Ashby, Mass.

She died 29 December 1870, at Ashby, aged 26:8:25, and he died about 1901 at Ashby.

Petition of George W. Newell of Leominster for administration on the estate of Charles H. Burnap of Ashby, intestate. 24 June 1901.

Mddx. Probate Records, vol. 617, p. 284.

Children:

814. Flora Maria, born 18 Nov. 1863, Leominster.

815. Ernest Winfield, born 6 Sep. 1870, Ashby.

664. Warren Stillman Burnap, born 24 July 1848, married 17 October 1874, at Shirley, Mass., Mary M., born about 1856, at South Scituate, R. I., daughter of Louis E. and Harriet Williams.

He was a laborer and switchman and lived in Leominster, Mass.

Children, born in Leominster:

816. Willie W., born 8 Jun. 1875.

817. Edwin L., born 18 Jul. 1878.

818. Henry Stillman, born 23 Jul. 1887.

665. Elizabeth R. Burnap, born about 1850, if she was twenty years old at the time of her marriage as the record states, but if so it appears strange that no guardian was appointed for her and that she does not appear in the division of the estate of her father. She married 20 September 1870, at Clinton, Mass., George W., born about 1848, at Montgomery, Vt., son of John and Nancy Wilcox.

He was a cabinet-maker by trade and lived in Leominster. No children have been found.

665a. Nancy Melody Burnap, born 30 March 1851, married 24 December 1872, at Leominster, Sterling Edmund Willis, born 11 January 1852, at Leominster, son of Moses and Belinda (Smith) Creed of that place.

He was a cabinet-maker and lived in Leominster.

Child—Creed:

Ralph Augustus.

666. Mary Cordelia Burnap, born 12 June 1835, married Lafayette Hayes of Brooklyn, N. Y., and lived in New York City, where she died 25 May 1869. No children have been found.

667. Laura Harriet Burnap, born 16 February 1846, married 25 May 1868, Henry D., born about 1844, at Wethersfield, Vt., son of David and Lucia McIntyre, whom she divorced, and she married 3 November 1897, at Keene, N. H., William H. H., born about 1840, at Nelson, N. H., son of Joseph and Lois (Wardwell) Beal

of that place. No children have been found. He was a widower.

668. Edward Childs Burnap, born July 1841, married Fanny O. Hathaway. He died 1 September, 1883.

Children:

819. Lena, died young.
820. Charles, died young.
821. Edward, died young.

671. Mary Ann Burnap, born 22 August 1838, married 18 April 1866, Jesse Calvin, born 4 December 1837, at Fitchburg, son of Jesse and Mary (Hutchinson) Spaulding of that place.

He enlisted in Company F, 25th Massachusetts Volunteers, and was wounded at Cold Harbor.

They lived in Fitchburg, Worcester and Holden, Mass.

Children, born in Fitchburg—Spaulding:

Charles Lincoln, born 27 Mar. 1867, unmarried.
Esther May, born 22 Sep. 1868, unmarried.

673. E. Urania Burnap, born 23 December 1844, married 7 October 1863, E. Irving, born about 1837, at Billerica, Mass., whose father was a Mr. Wright of Newton, Mass. She was of Ashby and he a "trader" of Boston at the time of marriage. He died 13 February 1882, at Ormond, Fla.

Children, born in Newton—Wright:

Clara E., born 9 Jan. 1870, married 30 Jul. 1890, Edward Aech.
Edward B., born 10 Jul. 1874, lived, unmarried, at Fitchburg.
William I., born 19 Jul. 1877.

674. Herbert Goodrich Burnap, born 4 July 1847, married 5 June 1879, at Newton, Mary E., born about 1856, at Newton, daughter of Charles H. and Mary E. Jennison of West Newton. He was a farmer and salesman and lived in Newton, West Newton, and in Fitchburg from 1880-1891.

His wife died 11 January 1882, and he married 2 May

1887, at West Newton, Nellie Oraville, born about 1861, at Newton, daughter of William and Lavinia Dix, of West Newton. He lived in Cambridge in 1891 and in Leominster 1893-1901.

In 1904 she was a widow, living in Leominster with the daughter by the first wife.

Children, by first wife:

822. Mabel E., born 21 Jul. 1880, Ashby, Mass.

823. Herbert J., born 8 Dec. 1881.

By second wife:

824. Ruth Dix, born 2 Mar. 1897.

675. Charles Edward Burnap, born 12 December 1834, married 26 April 1862, at Ashburnham, Emma Lincoln, born 30 January 1833, at Ashburnham, daughter of Captain Timothy and Eliza (Adams) Stearns.

He lived in Fitchburg and was a farmer and produce dealer in partnership with his brother Edward Samuel Burnap. Later he lived in Ashburnham.

He died 27 September 1868, and she married 14 October 1875, Jonas, born 15 October 1819, son of David and Mary (Early) Wood, of Rindge, N. H.

The will of Charles Edward Burnap of Ashburnham. To wife Emma L. Burnap the whole estate reserving nothing for father or direct legal heirs as they are well provided for already. His wife executrix. 15 April 1862.

Witnesses:—Edwin J. Stearns
Jerome W. Foster
William Bemis
Simeon Merrit

The petition for probate made by Emma L. Burnap of Fitchburg, represents that he died 27 September 1868, next of kin being Lillian Elvira Burnap, aged 5 years, and Anna MariaBurnap, aged 2 years, residing with their mother in Fitchburg, children of said deceased. 21 October 1868. Worcester Probate Recs. 9147.

Charles E. Stevens guardian for the two children 21 October 1868.

Children:

825. Lillian Elvira, born 10 Oct. 1863, probably in Fitchburg, although one record says in New Ipswich, N. H.

826. Anna Maria, born 10 Oct. 1866, probably at Fitchburg, although the record of her death says at Ashby, died 5 Jan. 1874, ae. 5:2:25, at Ashburnham.

677. Edwin Samuel Burnap, born 19 August 1838, married 8 April 1862, at Ashby or Fitchburg, Mary Mysilvia, born about 1842, at Rindge, N. H., daughter of Addison and Mary A. Bancroft. He was a farmer in Fitchburg.

Children, born in Fitchburg:

827. Irving Arthur, born 22 Apl. 1863.

828. Harriet, born 1864.

829. Charles E., born about 1870.

678. Ellen Lucinda Burnap, born 10 June 1841, married 10 June 1863, at Fitchburg, Francis, born about 1837, at Holliston, Mass., son of Francis and Betsey Fisk. He was a farmer and lived in Holliston.

Child, born in Holliston—Fisk:

George, lived in Holliston.

679. George Franklin Burnap, born 25 October 1849, married 5 June 1873, at Randolph, Vt., Harriet Burnap, born 5 June 1854, at Greensboro, Vt., daughter of Wilbur F. and Rebecca (Trow) Howard, whose maternal aunt Harriet Trow married, as his second wife, Samuel Burnap, No. 462.

He was a pump manufacturer in Fitchburg until 1894 and died 31 December of that year. She removed from Fitchburg in 1904 to Vermont and in 1916 was living in Waterbury, Conn.

Children, born in Fitchburg:

830. Kate Elizabeth, born 1 Aug. 1875.

831. Ellen Lucinda, born 5 Feb. 1879, unmarried.

832. Theodore George, born 15 Dec. 1880, died 1 Dec. 1881.

833. Margaret Maria, born 19 Mar. 1883, unmarried.

834. Richard Samuel, born 12 Sep. 1884.

835. Clara Alice, born 27 Jun. 1887, died 17 Aug. 1891.
836. George Howard, born 21 Oct. 1889, unmarried.

681. Henry Thompson Burnap, born after 1855, married before 1885 a wife named Annie C., but nothing more has been found. He received land in Brighton, Marcoupin County, Ill., by his father's will and by that of his mother a Bible containing family records.

682. Hiram Burnett, born 5 July 1817, married Elizabeth Gibbs. He removed to Seattle, Wash., in 1859 for his health and settled in what is now the center of the city, where he became a large landowner. No children are known. He died about 1912.

685. Joseph Burnett, born 11 November 1820, married 20 March 1848, Josephine, born 4 March 1830, daughter of Edward and Ruth (Torrey) Cutter of Boston. He was educated in the district schools and later at the English and Latin schools in Worcester, and lived there for two years until at the age of 17 he removed to Boston, in 1837, as a clerk in the drug business of Theodore Metcalf on Tremont Street. He became a partner in the concern and was there until 1854, when he left to establish the firm of Joseph Burnett & Co., manufacturing chemists at 27 Central Street.

In 1850 he built Deerfoot Farm in Southborough, Mass., and was one of the pioneers in the importing and raising of Jersey cattle.

In 1862 he built the church of St. Mark's, Southborough, and gave it to the parish. He also founded St. Mark's School in that town.

He was a Vestryman of St. Paul's Church, Hopkinton, of St. John's Church, Framingham, of Holy Trinity, Marlborough, and was a member of the original corporation of the Church of the Advent, Boston.

In 1878-9 he was President of the Boston Druggists' Association and was appointed Prison Commissioner by Governor Rice and was chairman of the body which built the Reformatory Prison for Women at Sherborn.

He died 11 August 1894 and was buried in St. Mark's Church 15 August 1894.

Josephine Burnett and Harry Burnett of Southboro and William Warren Vaughan of Boston represent that Joseph Burnett of Southboro died 11 August 1894, leaving a widow Josephine Burnett and Edward, Harry, Robert Manton, Waldo Burnett, Josephine wife of Charles A. Kidder of Boston, Esther wife of George Peabody Gardner, Ruth Burnett of Albany, Charles Cutter, Burnett and John Torrey Burnett, Louisa wife of Charles F. Choate Jr., Elinor Burnett, all children and of Southboro except as noted. 18 August 1894. Persons interested the above and Margaret Burnett (wife of Robert Manton Burnett). Worcester Probate Records, 2nd. Series 17, 146.

Children:

837. Edward, born 16 Mar. 1849. His wife died 26 Dec. 1906.
838. Harry, born 1 Dec. (24 Nov., State Record) 1850, associated with his father in business after graduating at Harvard in 1873.
839. Robert Manton, b. 12 November 1852.
840. Waldo, born 15 Jan. 1855, B.A. Oxford University 1878, Rector of St. Mark's School.
841. Josephine, born 28 Dec. 1856.
842. Esther, born 7 July 1859.
843. Ruth, born 26 Aug. 1862, at Convent of the Sacred Heart, Manhattanville, N. Y.
844. Charles Cutter, born 28 Aug. 1864.
845. Richard Torrey, born 4 Sep. 1866, died 17 Feb. 1867.
846. John Torrey, born 23 Apl. 1868.
847. Louisa, born 12 Jun. 1869.
848. Ellinor, born 18 Jan. 1872.

688. Eliza Bell Burnett, born 1 May, 1826; married 16 February, 1858, at Southborough, Sylvester Chamberlain, born 23 May, 1825, son of Colonel Dexter and Sophia (Chamberlain) Fay.

He was a merchant and died 23 June, 1891.

Child: Fay.

Waldo Burnett, born 15 Dec. 1858, married 9 Nov. 1885, Mary Elizabeth Winchester.

691. Martha Ann Burnett born about 1827, adopted daughter of John Burnett, married 23 June 1846 (1847 in error in State Record) Orville, born about 1819, son of Benaiah and Lucinda Bowen of Worcester. He was a farmer of Worcester at the time of marriage.

Child—Bowen:

George A., born 14 Mar. 1847.

694. Henry A. Burnap born 8 November 1843, married 31 May 1866, Margery, born about 1844, in Nova Scotia, whose father's name was Farrell, but of whom no more is known.

He enlisted 25 August 1862, was mustered into the 51st. Regiment of Massachusetts Volunteers on 25 September 1862, was discharged at Worcester 27 July 1863 and served from 4 May to 2 August 1864 in the 6th. Unattached Company at Readville, Mass.

He was a clerk and trader and lived in Westborough, where he died 4 December 1888, aged 45:1:1.

The will of Henry A. Burnap of Westborough. Walter C. Gilson executor. To sister Sarah E. Burnap of Westborough, to wife Margie. 16 January 1883.

Witnesses:—Josiah Childs
William Curtis
Louis K. Travis

Walter C. Gilson of New York represents that Henry A. Burnap of Westborough died 4 December 1888, leaving a widow, Margie Burnap and Sarah E. Burnap sister. 7 December 1888.

Worcester Probate Records, 2nd. Series 8814.

Child, born in Westborough:

849. A child, stillborn, 7 Jan. 1868.

697. Mary Frances Burnap born 6 July 1866, married Charles Harte and lived at Hailey, Idaho in 1914 and Gooding, Idaho in 1916. Nothing more is known.

699. Herbert Thayer Burnap born 25 April 1874, married 11 October 1901, Marion E., born 29 March 1884,

at Leverett, Mass., daughter of Ernest W. and Angie (Waterman) Gardner.

He enlisted, April 1898, in Company B, 21st Infantry, for the Spanish war and was discharged for disability in March 1899.

He was a laborer and surveyor and lived at Leverett and Moore's Corner, formerly Hopkinton, Mass.

Children:

850. AGNES GREENMAN, born 21 Nov. 1902.

851. HERBERT ERNEST, born 25 Jun. 1904, died 24 Jan. 1905.

852. SARAH EVELYN, born 8 Mar. 1906, Leverett, died 23 Jul. 1906, ae. 4 mos. 15 days, at New Ipswich, N. H. (State Record.)

853. HAROLD ALBION, born 29 Oct. 1907, died 30 Oct. 1907.

854. EDDICE MAY, born 13 Feb. 1909.

855. CHARLES FABIAN, born 27 Jul. 1910.

700. CHARLOTTE ISABELLE BURNAP born 25 June 1876, married Charles N. Mason and lived in Auburn, Me. There were no children and no more is known.

703. WALTER MELLEN BURNAP born 13 November 1871, married 4 January 1899, at Everett, Mass., Elsie Gertrude, born 27 February 1876, at Hopkinton, Mass., daughter of John B. and Elizabeth (Mellen) Balfour, of Everett.

He was a clerk and grocer and lived in Auburndale, Mass., in 1895, but removed to Melrose in 1897. They had no children.

704. CHARLES LESTER BURNAP born about 1875, married 3 August 1898, at Shrewsbury, Mass., Nellie F., born about 1874, at Shrewsbury, daughter of Leroy and Sarah A. (Newton) Hunt. He was a farmer and no children have been found.

705. JESSIE MAY BURNAP born 22 September 1877, married 17 October 1906, George Rufus Colby, born 25 February 1868.

Children—COLBY.

GEORGE BURNAP, born 3 Aug. 1907, died 27 Aug. 1907.

Richard, born 15 Jul. 1908, died 27 Dec. 1908.
Charles Russell, born 10 Aug. 1910.
John Haskell, born 7 Dec. 1913.

708. Edwin Averill Burnap (Burnett), born 31 December 1852, married 22 October 1879, at Ludlow, Vt., Elizabeth C., born about 1857, at Bethel, Vt., daughter of Lucien and Louise Chadwick.

He lived at Bethel, Vt., and no children have been found.

710. Frank Russell Burnap (Burnett), born 2 May 1857, married 2 October 1882, at Bethel, Vt., Helen, born about 1856, Fairfield, Vt., daughter of John and Angeline Bordean. Nothing more is known.

711. John Myron Burnap (Burnett), born 11 September 1863, married 30 July 1885, at Bethel, Vt., Lizzie A., born about 1864, at Bethel, daughter of William M. and Sarah Rogers. Nothing more is known.

712. Laura May Burnap (Burnett), born 23 April 1865, married 17 March 1885, at Bethel, Vt., Clayton L., born about 1864, Bethel, Vt., son of Albert D. and Hattie Sanders.

Child, born at Bethel, Vt.:
A son, born 5 Oct. 1888.

713. Mary Elizabeth Burnap (Burnett), born 2 August 1868, married 15 February 1889, at Bethel, Vt., Bert C., born about 1867 at Bethel, son of George F. and Mary A. Rogers. Nothing more is known.

714. Daniel Lillie Burnap, born 12 January 1866, married 5 September 1893, Nellie Grace, born 5 August 1873, daughter of William Harrison and Ella Emma (Garrett) Martin.

He graduated from the Medical College in Baltimore in 1890 and settled in Stowe, Vt. that year, removed to South Royalton, Vt., the following year, was Auditor of the Universalist Society in 1893, State Representative in

1906 and 1908-9, and removed to Underhill, Vt. in 1907. They had no children.

716. Robert E. Burnap, born 7 March or June 1879, married 12 June 1903, Ethel M. Twichell. They had no children, and probably lived in Royalton.

717. Alice Elizabeth Burnap (Burnett), born 27 May 1846, married 20 April 1867, Nirum Philander, born 22 May 1846, son of Gamaliel Palmer and Lydia (Burnett) Olmsted.

He served as Sargeant of Company C, 17th Michigan Volunteers and held many town offices in Union City, Mich.

She died 20 March 1898, and he died 29 March 1899.

Children—Olmsted.

Edward Beecher, born 8 Nov. 1869, died 7 Apl. 1872.
Frank Palmer, born 21 Jan. 1874, died 22 Sep. 1876.
Nirum Pearl, born 30 Jan. 1877, married 18 Aug. 1899, D. Laurette Stevens. He was a clergyman.

731. Frank George Burnett, born 30 May 1860, married 23 January 1895, Isabel Dewire. They were married at Putnam, Conn. and had no children. He died 3 March 1912, at Pawtucket, R. I.

732. Fred Nelson Burnett, born 30 May 1860, married 26 August 1889, Caroline A. Coffyn, born 18 July 1865, at Clifton Springs, Penn.

He was a farmer and lived at Dudley and Webster, Mass. and died 20 February 1912 at Attleborough or Roxbury, Mass.

Children:

856. Kathleen Coffyn, born 16 Dec. 1890, Dudley.
857. Dorr Theron, born 10 Jan. 1895, Webster.

734. Emma Josephine Burnett, born 12 May 1866, married 17 November 1887, at Dudley, Mass., George Fred, born 8 November 1859, at Webster, son of John G. and Addie M. (Richardson) Harte. He was a physician in Webster at the time of marriage. They had no children.

743. Jennie Abby Burnap, born 4 December 1857, married 2 March 1881, at Sutton, Mass., Dexter A., born about 1857, at Rushford, Wis., son of John W. and Betsey A. Brigham. He was a farmer in Sutton when married.

Children—Brigham:

Mary Ethel, born 13 May 1884, married 26 Jun. 1907, Bertram S. Vrooman.

Alice Minerva, born 8 Sep. 1887, married 3 Jan. 1911, Oscar H. Stowe.

Minnie Ann, born 6 Sep. 1889.

Mabel Louise, born 3 May 1891.

John Dexter, born 30 Oct. 1898.

746. Sarah Elizabeth Burnap, born 1 January, 1865, married 16 April 1884, at Sutton, Alphonzo G., born about 1860, Green Lake, Wis., son of John W. and Betsey M. Brigham, brother of the preceding. He was a farmer in Sutton when married.

Children—Brigham:

Ralph Bertram, born 2 Sep. 1886, married 5 Jun. 1912, Ida E. Weir.

Bertha Gertrude, born 30 Dec. 1891, married 12 Nov. 1913, Maurice Warren Buck.

747. Willard Edgar Burnap, born 26 November 1869, married 12 June 1895, at Uxbridge, Mass., Jennie M., born about 1873, at Uxbridge, daughter of Israel and Lydia Jane (Albee) Saben.

He was a carpenter in Northbridge at time of marriage.

Child:

858. Ruth Maud, born 25 Jul. 1896.

751. Harlan or Harley P. Burnap, born about 1847, married 22 May 1878, Emma Avis, born about 1852, at Richford, Vt., daughter of James and Harriet McKinney or McKenney. He died before 1888 and she married 4 April 1888, William W., born about 1835, at Swanton, Vt., son of George B. and Adelina B. Smith.

Harlan P. Burnap lived at Richford, Vt.

Child, born in Richford:

859. Harlan Page, born 18 Dec. 1881.

752. Lura Estelle Burnap, born 26 June 1869, married 1 February 1888, at Calais, Vt., Bert Harvey, born about 1864, at Calais, son of Harrison and Philura (Webber) Bancroft. He was a farmer living in Calais.

Children—Bancroft:

Carroll Henry, born 16 May 1893, died 9 Oct. 1897, ae. 4:4:23, Calais.

Carrie Annie, born 12 Jan. 1898.

Louise Ila, born 11 Apl. 1899.

Carl Burnap, born 27 Jun. 1901.

753. Blanche Susan Burnap, born 15 October 1884, married 22 May 1907, Thomas William Green, born in Canada. They lived in White River Junction, Vt. and no children have been found.

756. Vina M. Burnap, born about 1859, married 21 August 1878, George H., born about 1853, Walpole, N. H., son of Charles H. and Eliza Barnes. They lived at Rockingham, Vt.

Children, born in Rockingham—Barnes:

Wells, born 18 May 1892.

A son, stillborn, 27 Sep. 1893.

760. Orrin E. Burnap, born 21 September 1856, married 10 February 1894, at Townshend, Vt., Flora E., born 18 October 1869, at Westminster, Vt., daughter of Charles and Lucy (Phillips) Stratton. They lived in West Townshend.

Children:

860. Arthur Martin, born 14 Oct. 1895, died 17 Dec. 1907, ae. 12:2:3, Townshend.

861. Herbert Hugh, born 14 May 1902.

761. Charles Herbert Burnap, born 30 October 1859, married 18 April 1895, at Amherst, Mass., Anna L., born about 1867, at Northborough, Mass., daughter of John and Elizabeth (Seeney) Tehan. They both worked in a hat factory in Amherst.

Children:

862. Mabel Elizabeth, born Sep. 1895.

863. Charles Henry, born Jan. 1897.

766. Helen Burnap, married John Irving Taylor and lived in Boston. Nothing more is known.

772. Ida S. Burnap, born about 1853, married 30 November 1875, at Windsor, Vt., Frank William, born about 1853, at Lebanon, N. H., son of Bradley and Sarah (Smith) True. He was a farmer in 1875 and nothing more is known.

785. Frederick Allen Burnap, born 15 August 1856, married before 1875, Mary J. Burbank of Clinton or Lowell, Mass. He was a die-maker in Northborough and Marlborough. Nothing more has been found.

786. Myra Burnap, born 1860, evidently married a Gibson as appears from the Probate records of her father's estate, but no record has been found.

795. Edward Hoyt Burnap, born about 1860, married 18 April 1900, at Worcester, Mass., Alta Gertrude, born about 1873, Wilmington, N. Y., daughter of Charles and Charlotte (Mighill) Thayer. He was then of Northborough and she of Worcester and he is called "manager" by profession. No children have been found.

797. Lottie Sarah Burnap, born 3 November 1885, married in 1910, John Ringland, but nothing further is known.

798. Florence Jane Henderson Burnap, born 30 May 1881, married in 1912, John Caswell, nothing further known.

799. Ruth Lincoln Burnap, born 13 August 1890, married in 1914, Arthur Warner, nothing further known.

802. Belle Burnap, date of birth unknown, married 16 March 1892, George W., born 24 February 1862, son of Giles Wesley and Harriet (Bump) Foote.

They lived at Mt. Morris, N. Y., and he died 15 January, 1893.

Child—Foote:

George, born 25 April 1893, Mt. Morris.

804. Frank Burnett, born 23 July 1874, married 7 June 1892, at Waltham, Mass., Electa M., born about 1874, Boston, daughter of William and Catherine C. (McDonought) Lloyd. He was a clerk and laborer and lived in Somerville, Waltham and Everett, Mass.

Children:

864. Lila Estelle, born 22 Jul. 1892, Somerville.
865. Frank W., born 22 Dec. 1893, Everett.

808b. Arthur A. Burnap, born 25 November 1865, married 31 December 1891, Mary Ella, born 3 May 1875, at Putney, Vt., daughter of Winslow W. and Lavina A. (Corey) Haseltine of Salem, N. H., he being then of Brentwood, N. H., where he was a teamster. His wife died 25 August 1909 at Kingston, N. H., æ 34:3:22 and no children have been found.

813. Walter E. (or R.) Burnap, born 14 May 1866, married 29 November 1888, at Ashby, Mass., Martha N., born 1867, at Ashby, daughter of Charles W. and Lucy J. Pillsbury.

He was a farmer and laborer and lived in East Rindge and Greenville, N. H. and in 1895 in Newton or Auburndale, Mass.

Children:

866. Grace Maria, born 11 Oct. 1889, Ashby.
867. Lucy Mabel, born 9 Sep. 1891, Rindge.
868. Arthur Franklin, born 5 Oct. 1893, the records give Rindge, Greenville and Newton as places of birth.
869. Walter Pillsbury, born 17 Nov. 1895, Newton or Auburndale, died 21 May 1896, ae. 6 mos. 3 days, Newton.

814. Florence Maria Burnap, born 18 November 1863, married 1 January 1883, at Leominster, Mass., George W., born about 1857, at North Bridgewater, Mass., son of Samuel and Mary A. Newell. He was a piano maker and no children are known.

815. Ernest Winfield Burnap, born 6 September 1870, married 2 December 1896, at Ashburnham, Mass., Cora M., born about 1868, Swanzey, N. H., daughter of

Otis M. and Julia (Ripley) Scott. He was a milkman in Ashby when married. No children are known.

825. Lillian Elvira Burnap, born 10 October 1863, married Walter A. Hale and lived in Rindge, N. H.

Child—Hale:

Amy Eliza.

827. Irving Arthur Burnap, born 22 April 1863, married 20 June 1893, at Hartford, Ct., Annie, born about 1871, in Scotland, daughter of James and Annie Binnie or Burnie. He was a clergyman and lived at Monterey and Natick, Mass. and at Ivoryton, Conn.

Children:

870. Robert Samuel, born 12 Jul. 1894, Monterey.

871. A son, stillborn, 16 Aug. 1897, Natick.

828. Harriet Burnap, born in 1864, married George Boynton and lived in Leominster, Mass.

Child—Boynton:

Gladys.

829. Charles E. Burnap, born about 1870, married 17 December 1900, at Fitchburg, Mass., Nellie M., born about 1876, in Canada, daughter of William and Mary P. (Herman) Cameron. He was a farmer and probably died before 1916 as she was then living in Lunenburg, Mass. No children are known.

830. Kate Elizabeth Burnap, born 1 August 1875, married 29 June 1899, at Fitchburg, Ernest Cushing Luton, born about 1875, at Ashburnham, Mass., son of David C. and Harriet A. (Shepstone) Whitney of Bristol, England.

They lived at Fitchburg, and Gardner, Mass. and at Kennett Square, Penn.

Children—Whitney:

David Burnap, born 12 Jun. 1900, Fitchburg.

Elizabeth Burnett, born 24 Jul. 1904, Gardner.

Theodore Shepstone, born 1 Oct. 1906, Kennet Square.

834. Richard Samuel Burnap, born 12 September 1884, married 16 October 1915, at North Egremont, Mass., Lillian Valerie, born 25 January 1890, at Alford, Mass., daughter of William Rocios and Dora Virginia (Stoddard) Burtiss.

Child:

872. Lillian.

837. Edward Burnett, born 16 March 1848, married 3 April 1872, Mabel, born 9 September 1847, at Cambridge, daughter of Honorable James Russell and Maria (White) Lowell.

He graduated at Harvard College in 1871 and was a Representative in Congress 1886-8. He lived at Southborough, Mass. His wife died 30 December 1898, at Cambridge. He married again, 25 April 1905, Ethel Raymond, born about 1875, at Paris, France, daughter of Earl Philip and Mary Elizabeth (Raymond) Mason, widow of his brother Charles Cutter Burnett, No. 844 and lives at Southborough and at Peterborough, N. H. He is an architect by profession.

Children, born at Southborough, by first wife:

873. James Russell Lowell, born 4 Feb. 1873.
874. Joseph, born 28 Dec. 1874, died 31 Jul. 1909.
875. Francis Lowell, born 31 Jan. 1878.
876. Esther Lowell, born 7 Mar. 1879.
877. Lois, born 26 May 1881.

By second wife:

878. Barbara, born 6 May 1906, New York City.
879. Philip Mason, born 4 Jun. 1908, Peterborough.
880. Anne Priscilla, born 21 Aug. 1910, Peterborough.
881. Kathleen, born 26 May 1912, Rye, N. Y.
882. Elinor, born 9 Jul. 1913, Peterborough.

838. Robert Manton Burnett, born 12 November 1852, married 5 June 1885, at Southborough, Margaret Julia, born 3 October 1856, at Brooklyn, N. Y., daughter of George Chandler and Ann (O'Connor) Hall, of Brattleboro, Vt. She died 26 August 1914 and he married 4 November 1919, Helen Louisa, born 8 September 1880,

daughter of Daniel Webster and Charlotte (Smiley) Haynes.

He lives at Southborough and is the manager of the business of Deerfoot Farm.

Children, born at Southborough, by first wife:

883. George Hall, born 15 Mar. 1884.

884. Leila Chapin, born 17 Apl. 1886.

885. Harry, born 28 Feb. 1892.

841. Josephine Burnett, born 28 December 1856, married 11 October 1888, Charles W. Archbald, born 22 July 1858, Boston, son of Henry Purkitt and Caroline W. (Archbald) Kidder. He had previously married and was of Wellesley, Mass., at the time of his second marriage, being a banker in Boston, where they now live.

Children:

886. Thomas Fiske, born 2 Dec. 1892, died 30 Jan. 1893.

887. Henry P., born 2 Oct. 1895.

842. Esther Burnett, born 7 July 1859, married 11 June 1884, George Peabody, born 19 November 1855, son of George Augustus and Eliza Endicott (Peabody) Gardner.

He graduated at Harvard College in 1877, and they live in Boston.

Children—Gardner.

Catharine Elizabeth, born 25 Jun. 1885, married 29 Jun. 1907, Francis Buckner Boyer.

George Peabody, born 28 Jan. 1889, married Rose Grosvener of Providence, R. I.

844. Charles Cutter Burnett, born 28 August 1864, married 25 October 1894, Ethel Raymond, born about 1875, at Paris, France, daughter of Earl Philip and Mary Elizabeth (Raymond) Mason.

He was an official of the New York, New Haven and Hartford Railroad and died 17 January 1900. His widow married his brother Edward Burnett, No. 837.

Children:

888. Mary, born 21 Aug. 1895.

889. Ruth, born 18 Jul. 1897.

846. JOHN TORREY BURNETT, born 23 April 1868, married 13 November 1909, Phyllis, daughter of Nathan Abbott and Frances (Field) Aborn. He lives at Southborough, Mass., and was at one time Assistant Postmaster at Boston.

Children:

890. FRANCIS, born 8 Dec. 1910.
891. JOSEPH, born 14 Aug. 1913.

847. LOUISA BURNETT, born 12 June 1869, married 15 June 1892, Charles Francis, born 23 October 1864, at Cambridge, son of Charles Francis and Elizabeth W. (Carlile) Choate.

They live at Southborough and he was educated at St. Mark's School, graduated at Harvard College in 1888, at Harvard Law School in 1890, and is a member of the Suffolk Bar.

Children—CHOATE:

CHARLES FRANCIS, born 3 May 1893, married 14 Jun. 1917, Natalie Bishop.
JOSEPH BURNETT, born 3 May 1893.
JOHN, born 13 May 1895, died 1 Aug. 1912.
ELIZABETH, born 17 Jul. 1896.
ROBERT BURNETT, born 7 Sep. 1898.
JOSEPHINE.

848. ELINOR BURNETT, born 18 January 1872, married 21 May 1907, Ellis, born 7 March 1872, son of James and Harriet Romeyn (McClelland) Bishop. He is a clergyman and they live at Pasadena, Cal.

Children—BISHOP:

MARY JOSEPHINE, born 15 Mar. 1908.
JAMES, born 27 Mar. 1911.

856. KATHLEEN COFFYN BURNETT, born 16 December 1890, married 6 July 1914, in New York City, Archie F., born 17 December 1890, at Medford, Mass., son of Charles G. and Harriet (Owen) Winter. No children are known.

859. HARLAN PAGE BURNAP, born 18 December 1881, married 5 September 1906, at Richford, Vt., Lena Elnora,

born about 1885, at Sutton, Vt., daughter of Almon and Carried (Dimock) Miller. Their children, if any, are not known.

873. James Russell Lowell Burnett, born 4 February 1873, married in 1899, Harriet, daughter of Daniel Worden. At the request of his grandfather he changed his name to James Russell Lowell.

James Russell Lowell Burnett of Southborough, born there 4 February 1873, desires to change his name to James Burnett Lowell, 8 September 1890. Worcester Probate Records, 2nd Series, 11079.

He graduated at Harvard College in 1894, and is a banker.

Child:

892. James Russell, born 17 Jun. 1901, New York.

874. Joseph Burnett, born 28 December 1874, graduated at Harvard College in 1897. He was unmarried and died 31 July 1909.

The will of Joseph Burnett of Cambridge. To my brother-in-law, Edward L. Rantoul, the clock in the dining room at Elmwood; to my brother Francis Lowell Burnett; to James Russell Lowell, my nephew, named for his grandfather; to my brother-in-law Stanley Cunningham; to my nephew Joseph Stanley Cunningham. 4 July 1900. My brother James Russell Lowell Burnett executor. Witnesses:—Barbara Macauley, Annie O'Brien, James March Jackson. Proved 13 September 1909.

Middlesex Probate Records, vol. 738, p. 111.

875. Francis Lowell Burnett, born 31 January 1878, married 12 March 1913, Helen, daughter of Charles Albert and Ellen (Hatfield) Read.

Children:

893. Frances Lowell, born 14 Jan. 1914.

894. Ann Hamilton, born 2 May 1916.

895. Charles Lowell, born 20 Mar. 1919.

876. Esther Lowell Burnett, born 7 March 1879, at Cambridge, married 1 June 1905, Stanley, born 20 November 1880, son of Stanley and Mary Ann (Crehore) Cunningham. He graduated at Harvard College with the degree of A.B. in 1901. He is a civil engineer and lives in Milton.

Children—Cunningham:

Esther Lowell, born 16 Mar. 1906, Mamaroneck, N. Y.
Joseph Stanley, born 23 Aug. 1907, Mamaroneck, N. Y.
Charles Crehore, born 7 Mar. 1910, Mamaroneck, N. Y.
Mary, born 5 Oct. 1913, Rye, N. Y.

877. Lois Burnett, born 26 May 1881, married 2 June 1904, Edward L., born 7 February 1875, son of Robert Samuel and Harriet C. (Neal) Rantoul.

Children—Rantoul:

Mabel Lowell, born 23 Mar. 1905.
Harriet Charlotte, born 31 Aug. 1906.

883. George Hall Burnett, born 15 March 1884, married 8 April 1915, in Little Rock, Ark., Georgia, born 4 December 1892, daughter of George A. and Caroline (Rock) Mann of that place. They live in Southborough, Mass.

Children:

896. Margaret, born 30 Jan. 1916.
897. Robert, born 8 Feb. 1917.

885. Harry Burnett, 2nd, born 28 February 1892, married 27 March 1920, Henrietta, daughter of John E. Taylor of Pine Bluff, Ark., she being a grand-niece of President Zachary Taylor. He is in the refrigerator business in New York City and served as Captain in the 88th Division during the World War.

885. Harry Burnett, 2nd, born 28 February 1892, married Marie Celeste, born 16 August 1891, daughter of Walter R. and Bettey (Taylor) Stauffer of New Orleans, La. She died and he married 27 March 1920, Henrietta, daughter of John E. Taylor of Pine Bluff,

Ark., she being a grand-niece of President Zachary Taylor. He is in the refrigerator business in New York City and served as Captain in the 88th Division during the World War.

Child, by first wife:

898. Peter, born 13 Dec. 1917.

ADDENDA.

The notes which follow concern individuals which it has been impossible to assign to their proper places in the regular lines of the family. They are added with the thought that it may assist someone in the future to whom information, not at hand at present, may become available.

English Notes.

Edward Burnoppe, living in 1525, is mentioned by his son John.

John Burnoppe, born about 1525, was a resident of St. Helen Auckland, Durham, as he deposed in 1580/1, being then aged 55 years, that "About 42 years ago, when he was a boy, he was a 'quorester' in said deanery (St. Helen Auckland) under Dr. Strangwishe, for about 5 years, during which time he helped to carry divers loads of coal coming from Raily pitts for the use of the said dean," etc.

He again deposed, in the same suit, 28 January 1581, and is called John Burnop of St. Ellin Aikland, Durham, yeoman, aged 55 years.

On 15 September 1602, John Burnoppe of St. Helenn Aucklande, aged 80 years, once more deposes and mentions his father Edward Burnoppe, as one of those receiving the tithes of St. Helen Auckland and Longe Bancke, and again, on 7 October of the same year, John Burnoppe of St. Helen Auckland, Durham, yeoman, aged 84 years,

makes a deposition in which he mentions his father, Edward Burnoppe.

CUTHBERT BURNOPPE, of Wingard, Durham, yeoman, aged 60 years, made a deposition at Durham in 1607. He was doubtless related to the two above mentioned.

MR. BURNAP was master of a school in St. Clements, London. (Admissions to Cambridge University, 1629/30-1665, p. 86, pt. II-18-22.)

RICHARD BURNOP, clerk, (i. e. clergyman) residing in East Grinstead, Sussex, appears in Sussex Wills and Administrations, 19 June 1698, 7 September 1698, Book A.10, 1596-9, and Book 2.135-259.

ANN BURNAP was married 12 February 1726/7, at Netteswell, Essex, to James Etgrave, he being of Wellyn and she of Great Amwell. She was therefore probably descended from Robert Burnap (No. 16).

SARAH BURNAP, also of Great Amwell, was married 5 November 1737, at Netteswell, to Benjamin Flint of Broxbourne, and may have been a sister of the last.

The following family seems to have come from Hull, England, and removed to the United States, settling in Albany, N. Y.:

JOSEPH BURNAP, who had a wife, Mary.

Children, born in England:

HANNAH, born 8 Dec. 1734.
JOSEPH, born 7 May 1736.
MARY, born 23 Sep. 1737.
PHILIP, born 2 February 1739.
ISAAC, born 15 Sep. 1741.
THOMAS, born 22 Sep. 1742.
SARAH, born 20 Sep. 1744.
EUNICE, born 18 Jan. 1747.
JOHN, born 4 May 1748.
TABITHA, born 27 Oct. 1749.
STEPHEN, born 25 Jul. 1751.
ELISHA, born 15 May 1753.
PHEBE, born 2 Jan. 1755.
ELIZABETH, born 8 Aug. 1756.

Joseph Burnop, born 7 May 1736, married before 1759, Christian Dickinson, and lived in England, probably in Hull.

Children, born in England:

Mary, born 15 Oct. 1759.
Eunice, born 27 Jun. 1761.
Hannah, born 24 Feb. 1763.
Christian, born 27 Feb. 1765.
Joseph, born 17 Mar. 1769.
Philip, born 17 Jan. 1770.
Thomas, born 22 Jan. 1774.
John, born 14 Jan. 1776.
Jane, born 24 Apl. 1779.

Philip Burnop, born 17 January 1770, probably in Hull, England, married, it is believed, in this country, 12 March 1801, Mary Marshall, born 26 October 1777, whose parents are unknown. He was a baker in Albany, N. Y., where his wife died 7 February 1846. The date of his death has not been found.

Children:

Catherine Jane, born 22 Mar. 1802; married Hugh McCollum.
Mary Ann, born 20 Jul. 1804; died 1 Feb. 1880.
Phebe, born 23 Nov. 1806; married George Hepinstall.
Christian, born 21 Oct. 1808; died 28 Aug. 1887.
Hannah, born 2 Jul. 1811; died 9 Aug. 1812.
Joseph, born 23 May 1813; died 17 Dec. 1814.
Sarah Marshall, born 16 Sep. 1816; married Robert Shires.
John Dickinson, born 30 Jan. 1819.
William Legget, born 24 Oct. 1823; died 16 Dec. 1882.

John Dickinson Burnop, born 30 January 1819, married 14 November 1849, Susan Shaw Leonard, born 11 October 1822, at Chittenden, Vt. He was born in Albany, N. Y., and enlisted in the 46th Massachusetts Regiment, being mustered in 25 Sept. 1862, and was for nine months accountant at Newbern, N. C. He lived in Brandon, Vt., and perhaps Albany, as his wife died there 23 May 1866, but the date of his death is not known.

Children:

CLARA D., born 2 Oct. 1851; living, unmarried, 1917.

MARY E., born 11 Jan. 1854; married 1 Mar. 1890, John B. Gray. She died 27 Jan. 1910.

JULIA F., born 20 Dec. 1857; married 23 Oct. 1895, David D. Potter. She died 22 Sep. 1909.

WILLIAM LEGGETT BURNOP, born 24 October 1823, married 10 August 1842, Samantha Jane, born 12 July 1824, Westerloo, N. Y., daughter of Edward R. and Clarissa (Ingraham) Bolles. He lived at Utica, N. Y., and Rutland, Vt., and died 16 December 1882. The date of his wife's death is unknown.

Children:

WILLIAM LEGGET, born 16 Aug. 1843; died 17 Aug. 1843.

WILLIAM M., born 30 Mar. 1845; died 20 Nov. 1914.

AUGUSTUS, born July 1848; died 10 Apl. 1906.

FRANCES, born 17 Sep. 1851; died 1 Aug. 1852.

MARY FRANCES, born 12 Aug. 1852; married an unknown man 27 Nov. 1873. She died before 1916.

ALMA B., born 14 Nov. 1854; married 18 Dec. 1873 or '78 a man named Hawley, and was living in 1916.

PHILIP, born 3 Jun. 1856; married an unknown woman 1 Jan. 1879. They had one son and several daughters and he died before 1916.

JANE, born 7 Aug. 1858; died before 1916.

EDWARD R. BOLLES, born 17 Apl. 1861.

GEORGE M., born 8 Mar. 1865; died before 1916.

AUGUSTUS BURNOP, born July 1848, was married to an unknown woman 20 June 1872. They had two sons, one of these died and the other disappeared about 1913 or 1914. He died 10 Apl. 1906.

GEORGE M. BURNOP, born 8 March 1865, married at Stamford, Vt., 17 September 1883, Florence Adell, born about 1863, at North Adams, Mass., daughter of Lyman and Mary (Jackson) Baxter or Bassett. He lived in Walpole, Mass., where he was employed as freight agent, and he died there before 1916.

Children, born in Walpole:
WILLIAM LEGGETT, born 10 May 1893.
FLORENCE ADELL, born 21 Apl. 1894.

AMERICAN NOTES.

——— BURNAP married Philinda, born about 1799 at Westminster, Vt., daughter of Robert and Mary (Perry) Miller. She died 30 Nov. 1877 at Newfane, Vt., a widow, aged 78 years. (Vermont Vital Records.)

——— BURNAP married Maria, born 23 Mar. 1805, whose mother was Mary Ward and lived in Hartford, Conn. (Ward Genealogy.)

——— BURNAP married Barbara, born 10 Dec. 1806, daughter of Amos and Sarah (Abbott) Dewey. The mother was born in Easthampton, Conn. (Dewey Genealogy.)

——— BURNAP married 2 May 1852, at Ludlow, Vt., Ellen M., born about 1829 at Plymouth, Vt., daughter of Stephen and Eleanor (McColleon) Weston. She died 1 Jun. 1862 at Cavendish, Vt., aged 32:10:2, at which time her husband was still alive. (Vermont Vital Records.)

——— BURNAP married Loretta P., born about 1833, at Sunapee, N. H., daughter of Moses and Dulcema (Kempton) Walker. She subsequently, 25 Sep. 1877, married at Chicopee, Mass., William L. Brown of Warwick and Providence, R. I. (Mass. State Records.)

——— BURNAP married Fanny O., born about 1844, at Adams, Mass., daughter of Nathan G. and Esther (Pratt) Hathaway. She, being then of North Adams, married at Pittsfield, Mass., 3 Jun. 1885, as his second wife, Oliver L. Wood of the latter place. (Mass. State Records.)

——— BURNOP married Clara D., whose family name does not appear. They lived at 43 Carver Street, Brandon, Vt., in 1915, according to the local directory.

Aurilla Burnap married Frank Wood. They lived at Sherbrooke, P. Q., and their daughter, Elizabeth, born in that place, married 3 Jan. 1872, Nathan A. Aldrich. (Vt. Vital Records.)

Charles H. Burnap and his wife Sarah J. lived in Plainfield, Vt., in 1915, he being a carpenter, as appears from the local directory.

David P. Burnap married 26 Feb. 1843, at Brandon, Vt., Minerva Hedgeship of that place. (Vt. Vital Records.)

Elizabeth Burnap died 23 Mar. 1867, aged 94, at Brattleboro, Vt. (History of Brattleboro.)

Ella Burnap was a member of the Brick Church, New York City, 1818. (Brick Church Records.)

Edward L. (in other records G. or C.) Burnap, born in Vermont or Ware, N. H., and a merchant living in Adams, Mass., married Frances (Fannie) O., daughter of Charles and Amelia (Adams) French.

Children, born in Adams:

Charles G., born 10 Nov. 1859.
Horace E., born 29 May 1861.
Pauline, born 3 Jun. 1867.
A son, 21 Oct. 1871.
(Mass. State Records.)

Edwin V. Burnap, estate administered 11 Jul. 1877. (Index of Administrations, vol. 13, p. 114, Albany, N. Y.)

Elizabeth Burnap married Reed Lucia and lived at Vergennes, Vt.

Child—Lucia:

Emily Wheelock, born about 1877; married 26 Sep. 1900, at Vergennes, William Harris Thayer, born at Fair Haven, Mass., and a physician at Falmouth, Mass. She was of Montpelier at the time of her marriage. (Vt. Vital Records.)

Edward Burnap lived at North Adams in 1879. (See Josiah below.) (North Adams Directory.)

Erving Burnap, who graduated at Amherst College in 1888, was a clergyman in Pelham, Mass. (History of Pelham.)

Esther Burnap married John Warren, born in Montgomery County, N. Y., son of John Warren and Hannah (Corbin) Stanton. He was a member of the Iowa Legislature. (Stanton Genealogy.)

Fannie Ella, born 26 Sep. 1852, married 6 May 1874, William H. Day of Springfield, Mass.

Frank A. Burnap, born at Norwich, Conn., married Jennie M. Sherman, born in England. They lived in Chicopee, Mass.

Children:

Marion E., born 16 Mar. 1889.
A daughter, born 30 Dec. 1892.
(Mass. State Records.)

George Burnap married Martha M., born in 1800, daughter of John Seward, Jr., of New Jersey.

Child:

Samuel. He was probably the Samuel L. Burnap who married 10 Aug. 1852, in Chicago, Ill., Ruth Holmes, although her name is also given as Ruth H. Sheppard.

Hannah Burnap (Burnet) married 29 Jul. 1766, at Andover, Mass., being then of Reading, Mass., Joshua Stevens of Andover.

Children—Stevens:

David, born 23 Dec. 1767, at Andover.
Elizabeth, born 16 Sep. 1771, at Andover.
(Reading and Andover Vital Records.)

Harriet W. Burnap, married 21 May 1835, Alfred S. Bryant.

Children, born in Westboro, Mass.—Bryant:

Alonzo King, born 10 Aug. 1837.

GEORGE ALFRED, born 17 Feb. 1840.
A child, born 4 Apl. 1845; died 13 Apl. 1845, ae. 9 days. (Westborough Vital Records.)
HENRY A., born 23 Mar. 1847.

HARRIET N. BURNAP married 31 Aug. 1845, Amos, born 6 Jun. 1823, son of Amos and Nancy H. (Bartlett) Gould, of Moline, Ill. She was of Hanover, N. H., and he of Lyme, N. H. They had two children. (Gould Genealogy.)

HELEN GERTRUDE BURNAP, born 15 Oct. 1840, married 3 Jul. 1861, John Roberts Cole, born 4 Nov. 1832. She was born in New York City and they lived in Brooklyn, while he carried on a trucking business in New York. She died in Brooklyn 3 May 1887, and he died there 23 Nov. 1903. (Cole Genealogy.)

JOSEPH BURNAP (BURNEP) married 2 Sep. 1787, Mary (Polly) Tucker, born in Wilmington, Mass. They lived in Warner, N. H. In the notice of intention of marriage he is called "Joseph 3rd."

Joseph Burnap of Reading was a Corporal in Captain John Bacheller's Company of Minute Men, Colonel Ebenezer Bridge's Regiment, which marched on the alarm 19 Apl. 1775, etc.

He may be the Private Joseph Burnap who appears on the Pension Lists in Merrimac Co., N. H., with an annual allowance of $80. Also among sums received, Pension Roll 18 Feb. 1833, ae. 75, $240. Massachusetts Continental Line.

Children, born in Warner, N. H.:

JOSEPH, born 23 Jun. 1788, died 11 Dec. 1863, Warner.
JOHN, born 20 Nov. 1791.
POLLY, born 1 Oct. 1795.
SALLY, born 15 Mar. 1808; died 22 Jul. 1862, Warner, ae. 53, unmarried.

JOSEPH BURNAP, born 23 June 1788, married 23 May 1815, Sampore (Tamesen?), born about 1791, Warner, N. H., daughter of Asa and Tamesen Putney. They lived

in Warner, where she died 13 Apl. 1858, ae. 66:9:7, and he 11 Dec. 1863, ae. 75:6:0. (N. H. Vital Records.)

Joseph Burnap had a wife named Hannah, born about 1784, who died 25 Apl. 1844, ae. 60, a widow, at Salem, Mass. She was born at Reading, Mass., and they lived there. (Mass. State Records and Salem Vital Records.)

John Burnap married 13 Feb. 1806, at Orange, Vt., Polly Peake, both being of that place. (Vt. Vital Records.)

John Burnip married 13 Aug. 1809, at Middlebury, Vt., Mary Denlid of that place, and they lived there. (Vt. Vital Records.)

P. Burnap married Almira Morton and "she that was Almira Morton's child named Cyrus (sic) died 4 May 1852." (N. E. Hist. and Gen. Register, 1917, p. 55, Middlebury, Vt., Deaths.)

John A. Burnap married 13 Feb. 1842, Ann Still and lived in Bennington, Vt. (Vt. Vital Records.)

Joseph Burnap had a wife named Sybil. Child:

Charles G., born about 1825, married 10 Aug. 1846, Mary M., born about 1826, daughter of Stephen and Sarah Jones. He was a cabinet maker and may have been born in Brandon, Vt., but was married in Lowell, Mass. (Mass. State Records.)

John G. Burnap married Cornelia, born about 1818, daughter of William and Sally (Boughton) Brockway. He was the proprietor of the Morgan House at Waterford, N. Y.

Children:

Anna, married J. B. Enos of Waterford in 1887.

Ida (see below).

Cora, unmarried, lived at Waterford.

Eva, married George Dunlap and lived in Troy, N. Y., in 1887.

Ida Burnap married Edward C. Bullard. They lived in Schenectady and Schuylerville, N. Y.

Child, born in Schenectady—BULLARD:

ELIZABETH S., born about 1874, married 7 Mar. 1899, Robert B. Lansing.

(Bouton Genealogy, Vt. Vital Records.)

JANE BURNAP, born about 1827, who may have been a daughter of Uzziah C. Burnap (No. 375), married in Lowell, 29 Aug. 1848, Frederick W. Tuxbury of Dracut. She was of Lowell, where he was a merchant. He was born in Norwich, Vt.

Child—TUXBURY:

A daughter, born 27 Aug. 1849, at Belvedere (Lowell), Mass. (Mass. State Records.)

JOHN S. BURNETT married Mary L., whose family name is not known. They lived at Jefferson (Holden), Mass., where he died 9 August 1895.

Mary L. Burnett represents that John S. Burnett of Jefferson (Holden), Mass., died 9 Aug. 1895, leaving John S. Burnett, jr., James W. Burnett, Isabella Burnett, Mary Burnett, Grace Burnett, Edward Burnett, Sarah Burnett, Francis Burnett, all his children, and Mary Burnett, widow, who prays that administration be granted, 15 Aug. 1895. (Worcester Probate Records, 2nd Series, 18697.)

JOHN BURNAP married Kate E., whose family name is not known. He was born in Ludlow, Vt., and lived in Fitchburg, Mass., and his wife was born in Ashburnham, Mass.

Child:

MARY EMMA, born 1861; died 1 Sep. 1867, ae. 5:11:0. (Mass. State Records.)

It appears probable that this is the record of birth of the fourth child of the following couple and that the wife's name was Kate Eliza Daby or Derby.

JOHN BURNAP, married 4 August 1854, Eliza Daby (Derby), born in Ashburnham or Fitchburg, while he was born in Ludlow, Vt. They were recorded as of Win-

chendon, Mass., were married at Petersboro, N. H., and resided at Fitchburg, Mass., where he was a teamster as well as a physician and surgeon. At the time of the birth of the son John L. they are called of Westminster, Vt., and of Rutland at the time of his death.

Children, all recorded as born in Fitchburg but the last, who was born at Ludlow, Vt.:

A son, born 13 Sep. 1856.
Charles E., born 1857.
Emma Jennett, born 11 Jun. 1859.
Marietta, born 12 Jan. 1861.
Sarah Antoinette, born 8 Nov. 1862.
Nellie, born 2 Oct. 1864; died 25 Oct. 1864, ae. 23 days.
Henry Edward, born 30 Apl. 1866.
John L., born 1 Mar. 1868; died 1 Nov. 1868, ae. 8 months.
Frank Scott, born 19 Aug. 1869; died 27 May 1879, ae. 9:9:19.
Ida Bell, born 28 Jul. 1871.
Thurbut B., born 23 Oct. 1873.
Herbert H., born 24 Oct. 1876; died 30 Oct. 1873, ae. 3:0:21(?)
Alice M., born about 1876; died 1 Apl. 1878, ae. 1:9:0.
Lillie Ella, born 23 Jan. 1879; died 1 Sep. 1880, ae. 1:2:0.
William A.

Charles E. Burnap, born about 1857, married 29 May 1878, at Fitchburg, Nellie F., born about 1861 at Littleton, Mass., or Westminster according to the marriage record, daughter of Rufus F. and Lucy A. Perkins. She is said to have married again, at which time she is said to have been born at Princeton, Mass., at Ashburnham, Mass., 6 or 28 November 1890, Frank E., born 1869 at Royalston, Mass., son of George E. and Mary J. Page, he being a laborer of Townsend, Mass. If this be true she must have been divorced from Mr. Burnap as he married 29 November 1890, Ella G., born about 1872, daughter of Charles R. and Sarah J. Fletcher of Burlington, Vt., his wife being then of Greenville, N. H., and he of Hillsboro, N. H. They lived at New Ipswich, N. H., and there is no record of children, but they were divorced 1 November 1894 at Hillsboro.

He was a wood-turner by trade. He married for his third wife, 24 May 1900, at Fitchburg, Maybelle L., born about 1874 at Fitchburg, daughter of Davis W. and Mary M. (Daby) Saunders, she having been previously divorced.

Child, by first wife:

JENNIE ETTA, born 12 Jan. 1879, at Fitchburg; married 9 June 1900 at Fitchburg, Leon H., born about 1877 at Athol, Mass., son of Daniel and Mary (Haskins) Crossman. He was a brakeman.

EMMA JENNETT BURNAP, born 11 June 1859, married 15 Feb. 1879, at Ashburnham, Mass., Elbridge, born about 1859 at Ashburnham, son of Lorenzo and Betsey (Derby) Smith, he being of Ashburnham and she of Fitchburg.

HENRY EDWARD BURNAP, born 30 Apl. 1866, married 6 Dec. 1892, Elizabeth, born about 1868 at Troy, N. Y., daughter of Robert and Henrietta (Kramer or Kremer) Rager, who had previously married a Landers. They were married at Clinton, Mass., or at Northampton, as it is recorded in both places, he being of Northampton and she of Clinton. He was a car-inspector.

IDA BELL BURNAP, born 28 July 1871, married 11 March 1890 at Fitchburg, William H., born about 1869 at Fitchburg, son of Samuel and Clara S. Lang. He was a clerk.

WILLIAM A. BURNAP, born in Ludlow, but date unknown, married 20 Nov. 1886, at Fitchburg, Angeline, born about 1864 at Montreal, daughter of John and Lovina Gould. (Mass. State Records.)

JOSIAH BURNAP was living on Main Street, North Adams, in 1879, as was Edward Burnap. (See above). (North Adams Directory.)

JAMES BURNAP, born in Vermont, married Grace Howard, born in New Hampshire, and lived in Burlington, Vt., where she was at 412 St. Paul Street according to the 1916 Directory.

Children, born in Burlington:

MAY, born 1 Feb. 1908.

GRACE, born 1 Feb. 1908; died 3 Jul. 1908, ae. 5 mo. 2 dys. (Vt. Vital Records.)

LYDIA BURNAP, married 22 Nov. 1764, being then of Reading, Mass., Asa, perhaps born 17 December 1735, if so son of Joseph and Abigail (Hosmer) Hayward.

Children—HAYWARD:

LYDIA, born 21 Dec. 1765; died Jun. or 24 Jul. 1849, ae. 85.

MARY, born 10 Jul. 1767; died 26 Jan. 1808, in Conn.

MEHITABEL, born 4 Aug. 1769.

(Hayward Genealogy and Danvers Vital Records.)

LEMUEL BURNAP had a wife Hannah. Child:

DOLLY, born about 1766; died 28 Nov. 1861, ae. 95:6:0, at Thetford, Vt. (Vt. Vital Records.)

LEVI BURNAP married February 1814, Lena May Merrifield, who was of Newfane, Vt., and they lived in New Hampshire. (Newfane, Vt. Vital Records.)

LOUISA BURNAP married 5 Apl. 1821, Asa Chapin. He married again, 5 Oct. 1826, Esther Bishop. (Coventry, Conn. Vital Records.)

LUTHER BURNAP of Thetford, Vt., had a wife Susan. Child:

ROBERT, born 6 Jan. 1862, at Thetford.

(Vt. Vital Records.)

LUCY BURNAP married 4 Aug. 1840, at Montpelier, Vt., Joseph Reed. (Vt. Antiquarian, vol. 1, p. 116.)

LURA BURNAP married 28 Oct. 1850, Sylvester Austin of Lebanon, N. H. She was of Plainfield, N. H. (N. H. Vital Records.)

LYDIA A. BURNAP, born about 1828, married 13 Mar. 1853, at Ludlow, Vt., Lysander S. Whitney (or Whitcomb) of Fitchburg, Mass. She died 22 Jan. 1890 at Chester, Vt., ae. 61:8:13.

Child—Whitney:

Elmer D., born 9 Jun. 1864, Townshend, Vt.
(Ludlow Vital Records.)

Lydia Burnap, born 27 May 1840 at Reading, Mass (Danvers Vital Records.)

Lyman Burnapp, born in Williamstown, Mass., and a laborer at Adams, Mass., had a wife Lydia, born in Vermont.

Child, born in Adams:

Walter E., born 9 Jun. 1863.
(Mass. State Records.)

Lydia Burnap, late of 192 Dartmouth Street, Boston, died at Somerville, Mass., 13 Oct. 1921, Albany, N. Y. Papers were requested to copy. (Daily Papers.)

Mary Burnap, the date of whose birth is unknown, married 26 Sep. 1748, at Scotland, Conn., Samuel, born 2 May 1710, son of Robert and Mary (Reed) Hebard (Hibbard) of Wenham, Mass., and Windham, Conn. She was dismissed to the Scotland Church from other churches 18 Sep. 1748, and he was an original member of that church, 22 Oct. 1735. She died 8 Apl. 1809, and he died 29 November 1792. He had previously been married 17 January 1738 to Mary or Lydia Kingsley, who died 16 Apl. 1747.

Children—Hibbard:

Abel, born 12 Oct. 1749; died in the Revolutionary War.
Mary, born 22 Nov. 1750.
Lucy, born 27 Jan. 1753; married Zebulon Hibbard.
Asa, born 3 Oct. 1755.
Diah (Jedediah?), born 29 Jun. 1757. (1756 Windham Records.)
Lyman, born 5 Jun. 1760.
Milan, born 30 Jan. 1762. (William in Windham Records.)
(Bailey's Conn. Marriages; Tucker Genealogy.)

Martha Burnap, born about 1719, married 26 Dec. 1738, William, born 16 Oct. 1714, son of Col. William

and Jane (Cleveland) Ward. He died 12 Jan. 1756 at Southboro, Mass., in his 42nd year, having been a resident of that place and a deacon in the church. His will was dated 29 Mar. 1755. She married again, 5 Apl. 1764, James Draper, born about 1719, of Spencer, Mass., who died 2 Mar. 1781 in his 62nd year, while she died 25 Feb. 1791 in her 93rd year, at Spencer. She had no children.

(Southboro Vital Records; Spencer Vital Records; Ward Genealogy; Cleveland Genealogy.)

Mary Calvin Burnap married 26 Oct. 1806, at Bolton, Conn., Otis Freeman.

Child—Freeman:

Frederick, born about 1812, Bosworth, Conn.; died 6 Jan. 1894 at Hartford, Conn.
(N. E. Hist. and Gen. Register, vol. 54, p. 85.)

Mary Burnap married 22 Jan. 1815, Henry Russell.

Child—Russell:

Mary Ann, born 4 Dec. 1815.
(Reading Vital Records.)

Mary Ann Burnap, born 12 Dec. 1808, at Lancaster, N. H. (N. H. Vital Records.)

Martin Burnap, born about 1816, died 1864 at Townshend, Vt., ae. 48. (Vt. Vital Records.)

Mary Ann Burnap, born about 1817, married 25 Apl. 1833, Halford, born 24 Dec. 1811, son of Elijah and Anna M. (Nelson) Forbush, she being of Westboro and he of Upton, Mass. She died 5 Dec. 1838, and he died 16 Aug. 1839.

Child—Forbush:

Calista M., born 19 Jun. 1833; married 27 May 1852, Luther R. Aldrich, and lived at Benson, Minn. She died 10 Oct. 1887.
(Upton and Westboro Vital Records, Forbes-Forbush Genealogy.)

Mary Ann Burnap married 20 Jun. 1830, Joseph Hastings ,Jr. (Millbury, Mass., Vital Records.)

Mary Burnap married 20 Nov. 1839, Joseph C. Morrison at Bradford, Vt., both being of Fairlee, Vt. (Vt. Vital Records.)

Mahitabel M. Burnap married 30 Dec. 1849, at Ludlow, Vt., J. W. Warner, both being of that place. (Ludlow Vital Records.)

Melinda Burnap married Eri Franklin and lived at Townshend, Vt.

Child—Franklin:

Addie M., born about 1852, married 25 Dec. 1874, Frank S. Livermore of Townshend.

Myra Eldora Burnap, born 1 Oct. 1858, at East Brookfield, Mass., married 6 Oct. 1880, at Springfield, Mass., Byron W. born about 1857 at Harvard, Ill., son of Horace W. and Emily A. Worden of Springfield. He was a merchant. (Mass. State Records.)

Mary Merrill Burnap, Petition of John E. Merrill of Aintab, Turkey, and others for partition of real estate in Newburyport, tenants in common, one ninth part each. Signed by John E. Merrill, Mary Merrill Burnap, George Plumer Merrill. (Essex Probate Records, vol. 660, p. 440.

Nelson Burnap married Mary, born Feb. 1815, daughter of John and Polly (Stanton) Tracy of Charlestown and Hamilton, N. Y. (Stanton Genealogy.)

Nancy Burnap married 16 Jan. 1837 at Ludlow, Vt., Loamie Severance of Claremont, N. H., she was of Ludlow, Vt. (Ludlow Vital Records.)

Philip M. Burnap married Annie Everhart. Index of Administrations, N. Y. The estate of Philip M. Burnap, administrator, 13 Feb. 1846, vol. 7b, p. 294.

Child:

JANE OSWALD, married 22 Jun. 1900, Lewis Enders, born 28 Apl. 1885, at Minneapolis, Minn., son of Franklin and Wineford (Allen) Aspinwall of Albany, N. Y. She was adopted by Thomas Oswald and Mary Frances (Burnap) Spencer of Albany. (Aspinwall Genealogy.)

SARAH BURNAP married 2 Feb. 1738, at Hopkinton, Mass., Ebenezer Brag, born about 1699. He was of Shrewsbury, Mass., and died 4 Sep. 1766 in his 67th year.

Children—BRAG:

EBENEZER, birth recorded 5 Nov. 1738.
BENJAMIN, born 24 Nov. 1738; died 10 Sep. 1760, in his 22nd year "in the King's Service."
ZERVIAH, born 1 Mar. 1739/40.
JOHN, born 26 Apl. 1741; died 31 Oct. 1745.
NATHANIEL, born 13 Mar. 1742/3; died 12 Nov. 1745.
TIMOTHY, born 3 Oct. 1744; died 6 Nov. 1745.
JOHN, born 9 Mar. 1745/6; died 24 Sep. 1819, ae. 74.
NATHANIEL, born 18 Jun. 1747.
SARAH, born 15 Dec. 1748; died 7 Nov. 1751, 3rd year.
TIMOTHY, born 20 Jan. 1750/1.
SARAH, born 3 Apl. 1753; died Apl. 1832, ae. 79.
(Shrewsbury Vital Records.)

SARAH BURNAP married Charles, born about 1784, Charlestown, N. Y., son of Eliphalet and Lois (Tracy) Coburn. He was a fifer in the War of 1812, and lived at Collins, Erie County, N. Y. He died 1854 and she died 1869.

Children—COBURN:

ALONZO, born 13 Jan. 1812; married 13 Jan. 1839, Polly Pidena Parker of Hanover, N. Y. He was born at Aurelius, N. Y., and died 26 Sep. 1883.
JACOB, died 1846.
GEORGE, was missing after a battle in the Civil War.
LOUISA, married John Peabody.
JANE, born 20 Apl. 1822; married Christopher P. Briggs.
FIDELIA, born 10 Nov. 1822; married Royal Platt and a Murphy.
MARIA, married Charles Agard.

HENRY, died in an army hospital.
MILO, married Harriet Hopkins.
ROSETTA, married 9 May 1850, Edgar L. Spencer of Quincy, Ill.
ELLEN, married John J. Carter of Chicago, Ill.
(Colburn Genealogy.)

SARAH BURNAP married 28 Feb. 1853, as his second wife, Daniel, born 23 Sep. 1793, son of Peter and Elizabeth (Sargent) Sargent. He had previously married, 25 Dec. 1817, Deborah Foss at Charlestown, Mass., and lived in New London, N. H., being a blacksmith by trade. He removed in 1825 to Sutton Mills, N. H. His wife Sarah died 11 Oct. 1868, and he married a third time, 13 Dec. 1869, Mrs. Mary (Harvey) Hope and died 18 Apl. 1876 at North Village, N. H. There were no children by his second marriage. (Sargent Genealogy and History of New London, N. H.)

SUSAN M. BURNAP married 26 Apl. 1838, Samuel W., born 28 Dec. 1814, son of Noyes and Asenath (Whitney) Bryant.

Child—BRYANT:

AUGUSTA MARIA, born 21 Sep. 1838.
(Westboro, Mass., Vital Records.)

SILAS ALLEN BURNAP married Sally Miller Newhall.

Children:

MARIUS O., born 14 Mar. 1844.
SILAS ALLEN, born 13 Jul. 1845?

MARIUS O. BURNAP, born 14 Mar. 1844, married 8 Nov. 1871, at Chester, Ohio, Ida Luella, born 8 Mar. 1852 at Chester, daughter of William P. and Rosanna (Reckard) Morse. They lived at Summer, Meigs Co., Ohio, and she died 17 Feb. 1876 at Burnap Farm, Orange Township, Ohio.

Children:

SALLIE ROSA, born 14 Aug. 1872, at Burnap Farm.
HERBERT MORSE, born 24 Jul. 1874; died 24 Oct. 1875.

Silas Allen Burnap, born 7 July 1845, in Meigs County, Ohio; married 8 June 1872, Julia G., born 13 August 1845 in Salem, Ohio, daughter of Emmor W. and Eliza (Brenneman) Weaver of Philadelphia, Penn. He was Presiding Attorney of Meigs County, Captain of the 7th Ohio Independent Battery of Light Artillery, and in 1873 lived in Kern County, California, where he had a ranch of 400 acres and also a drug store at Bakersfield, Cal.

Children.

Christine, born 20 Jul. 1882.
Jean Dell, born 7 Aug. 1884.
(Sharpless Genealogy.)

Sidney R. Burnap married 19 June 1907, Katharine, born March 1844, daughter of F. H. and Mary R. (Olmsted) Goldthwait of Springfield, Mass. He lived at Windsor Locks, Conn., and was a physician. The date of his wife's death does not appear, but he married again at an unknown date, Clarissa A., daughter of Hannibal and Julia A. (Ferry) Converse of Windsor Locks. One of his wives was living there in 1916, at which time Mary Burnap was also listed in the directory, who was probably a daughter.
(Olmsted Genealogy and Converse Genealogy.)

Sophia P. Burnap and Daniel Fisher were appointed conservators in the place of Daniel Fisher incapacitated by age, 23 May 1901. (Suffolk, Mass., Probate Records, vol. 792, p. 510.)

Thomas Burnap with a wife, Martha, living in England.

Child:

Nicholas, born about 1813, married 10 Sep. 1860, Emma Edmundson, ae. 32, born in England. He died 26 Sep. 1872, ae. 59:6:11, at Lawrence, Mass.
(Mass. State Records.)

Tracy Burnap married Matilda Bixby.

Child:

Ophelia Catharine, born 2 Nov. 1855, at Hornby, N. Y. She married 24 Dec. 1879, Charles Franklin, born 15 Jun. 1840, at Conklin, N. Y., son of William McKendree and Christina C. (Mesick) Park of Corning, N Y.

Children—Park:

Mackey Mills, born 27 Oct. 1880; died young.

Margaret Louise, born 15 May 1884.

Olive Ingraham, born 16 Apl. 1886.

(Parkes of Connecticut Genealogy.)

Thomas P. Burnap, born 1866; married Cora B. Abbot, born 1866 at Concord, N. H. He was born in Lowell and lived at Manchester, N. H., where he was a carpenter.

Children, born in Manchester, except the first in Chicago:

William Abbott, born 1890; died 1890; died 28 Sep. 1898, ae. 8:11, in Manchester, N. H.

Philip, born 14 Aug. 1891.

A child, born 16 Aug. 1895; died 18 Aug. 1895, ae. 1 day.

Russell Hilder, born 4 Apl. 1898.

Ralph Heath, born 25 Jan. 1900.

(N. H. Vital Records.)

William Burnap, married 29 Oct. 1819, Margaret Rock. He lived at Vergennes, Vt.

Child, probably:

Juliana, married 31 Dec. 1845, Mader Brough of St. Johns, Canada. (Vt. Vital Records.)

Wilder Luke Burnap married Fannie Castle; he was born in Essex, N. Y., and she in Burlington, Vt. In the birth records of the sons born in 1880 and 1883 his wife's name is given as Olive Castle of Clinton, N. Y. and as Fanny L. Castle of Burlington, Vt. In one record he is said to have been born at Canjoharie, N. Y. He graduated at Dartmouth in 1863, entered the law office of Wales & Taft of Burlington, was admitted to the bar in 1886, was Professor of Medical Jurisprudence at the University of Vermont, State Attorney in 1872, and State

Senator in 1882. He lived in Charlotte, Vt., and although the name is given as "W. S." it was probably he who was Registar of Probate at Charlotte in 1865.

Children, born in Burlington:

ROBERT, born 20 Sep. 1872.

JULIAN R., born about 1874; died 25 Nov. 1877, ae. 3:0:22, at Burlington.

A son, born 4 Aug. 1880.

A son, born 5 Aug. 1883.

(Chittenden County, Vt., History.

WALTER BURNUP or BURNIP was a carpenter in Newburyport, Mass., from 1889 to 1892, but was not there in 1897. (Newburyport Directory.)

WAR RECORDS.

The following military records have been found, but it has not been possible to connect them with names mentioned in the foregoing pages:

ASA BURNAP, JR., a resident of Dover, enlisted 8 September 1864, and was mustered out 14 July 1865, Company E, 7th Regiment.

CHARLES BURNAP, a resident of Calais, enlisted 7 July 1862, and served until 24 June 1865, Company H, 11th Regt. Vermont Volunteers, War of the Rebellion.

JABEZ BARNAP, Captain of a Company of Militia, Col. Drury's Regt. from Massachusetts to West Point, 20 November 1783. (Mass. Revolutionary Rolls, I, 52.)

JAMES BURNAP
ELIJAH BURNAP
JOHN BURNAP
} Captain Timothy Bush's Company, Maj. Whitcomb, 21 January 1780.

(Vermont Revolutionary Rolls.)

There are also a number of the Burnett name on the military records, but as they cannot certainly be connected with the Burnap-Burnett families, it has seemed best to omit them.

SHIP "FORMOSA"

Owned by Silsbee, Pickman & Allen.

From the painting by a Chinese artist at Hong Kong, showing the ship off the Lema Islands on June 24, 1872.

SALEM VESSELS AND THEIR VOYAGES.

By George Granville Putnam.

(*Continued from Volume LXI, page* 152.)

Ship *Sumatra*—Captains, Josiah Dudley, Nathaniel Joshua Kinsman, George W. Abbott, John Mullin and Benjamin P. Clough.

Ship *Witchcraft*—Captains, William C. Rogers and Josiah Dudley.

Ship *Shirley*—Captains, Nicholas T. Snell, George W. Abbot and Charles H. Allen, Sr.

Ship *Ianthe*—Captain, Daniel Woodbury.

Ship *Columbia*—Captain, Edward A. Silsbee.

Ship *Thomas Perkins*—Captains, William C. Rogers, and William Bentley Graves.

Ship *Augustine Heard*—Captains, Charles Huntington, George W. Abbot, John A. Phipps and Captain Hopkins.

Ship *Australia*—Captains, William J. Chever, Nicholas T. Snell, William H. Clough, Nathaniel J. Kinsman and Josiah Dudley.

Ship *Rome*—Captains, Josiah Dudley and Samuel R. Curwen.

Ship *Syren*—Captains, George Z. Silsbee, Edward A. Silsbee and Charles H. Allen, Sr.

Ship *Mindoro*—Captains, Charles H. Allen, Jr., Benjamin Oliver Reynolds, Stephen P. Bray, Henry Gardner, Daniel H. Hutchinson, W. Frank Powars, Joseph Warren Luscomb, Charles Beadle, and Benjamin C. Creelman.

Ship *Formosa*—Captains, A. D. Cobb, Charles H. Allen, Jr., and Benjamin Oliver Reynolds.

Ship *Panay*—Captains, Stephen P. Bray and Joseph Warren Luscomb.

Ship *Ocean Rover*—Captain, Joseph W. Willcomb.

Ship *Eliza Ann*—Captains, William J. Chever, Josiah Dudley, Samuel R. Curwen and William G. Nutting.

Barque *Sappho*—Captain, Richard D. Rogers.

Barque *Borneo*—Captains, Charles H. Rhoades and Brackley R. Peabody.

Barque *Europa*—Captain, Samuel Hutchinson, Jr.
Brig *New York*—Captain, James B. Boswell.

George Henry Allen.

George Henry Allen, to whom the writer has been greatly indebted for assistance in preparing these sketches of the ships and merchants of Salem, was the junior member of the mercantile firm of Silsbee, Pickman & Allen, was born in Salem, the son of the late Captain Charles Henry and Mrs. Mary P. (Wright) Allen, and died in Manchester, Mass., April 30, 1925. He graduated from the old Phillips and the Salem High School, as a member of the 26th class, in March, 1853. His father was a prominent shipmaster, one to whom frequent mention has been made in these articles, in his voyages all around the world.

The son, always a lover of ships and the sea, and possessing a fine knowledge for one so young, was recognized by the firm as just the sort of boy that they wanted in their counting-room. He perfected himself in bookkeeping, was expert at figures, and was quickly made assistant to Benjamin H. Silsbee. Recognizing his talents, Mr. Silsbee soon gave him full charge of the books.

In 1863, Mr. Allen was admitted as a partner, the firm name becoming Silsbees, Pickman & Allen. His first interest was in the brig *New York,* and that was followed by the ship *Sooloo,* ship *Formosa,* ship *Mindoro,* ship *Panay,* and other vessels. The firm's vessels carried on an extensive trade with the Philippine Islands, Java, Calcutta and Bombay. The concern continued until 1898, when it closed up its affairs, having existed more than one hundred years, one of its vessels being the brig *Midas,* on which Mr. Allen's grandfather sailed as a lad.

Retiring from commercial business, Mr. Allen took charge of the estates of old Salem families, which kept him busy practically all of his time, in addition to managing his own large property. He was a director of the Naumkeag Trust Company a trustee of the old Salem Savings Bank, a member of the Essex Institute and the

Second Unitarian Church, Salem. He owned valuable real estate in Salem and West Manchaster, making his home for several years in the latter town.

Captain John Mullin.

Captain John Mullin was born in Salem, June 19, 1825, and he graduated from the old Salem English High School as a member of the eleventh class. Upon leaving school he learned the rope-making trade, working in the rope-walk of the late J. Vincent Browne on Briggs Street, Salem. He was at one time its foreman. On reaching his majority, he went to sea, making his first voyage in the brig *Russell,* Captain Richard Savory, to South America.

He next sailed in the barque *William Schroeder,* Capt. Henry Upton; brig *Margaretta,* Capt. Daniel M. Marshall; brig *Adne,* Captain Leach, all on South American voyages; brig *Elizabeth Felton,* Capt. E. Augustus Upton, to Para; barque *Chusan,* to the southwest coast of Africa; barque *Merlin* and the ship *Josiah Quincy,* commanded by Capt. Edward Weston, on voyages to the East Indies; barque *Robert Patten,* Captain Paine, to Australia and the East Indies, and the ship *Black Prince* to California, being mate of the last seven vessels.

In 1863, he was mate of the ship *Shirley,* commanded by Capt. Nathaniel Brown, who was afterwards Mayor of Salem. Captain Brown left the ship in San Francisco, and Captain Mullin took charge of her. The vessel was owned by Benjamin W. Stone & Brothers of Salem, and Captain Mullin remained in their employ several years. In 1867, while Captain Mullin was in the *Shirley* at Hong Kong, Capt. Nathaniel J. Kinsman of the ship *Sumatra,* started for Manila on business, as before stated in these sketches, and nothing was ever heard of the vessel again. Captain Mullin took charge of the firm's ships at Hong Kong, assuming command of the *Sumatra.*

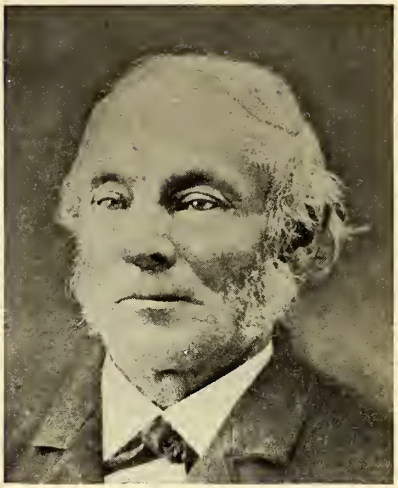
Captain Mullin remained in command of the *Sumatra* until 1876, when he became master of the new and elegant ship *Paul Revere,* and made in her a voyage from Boston to San Francisco, the Chincha Islands and Europe, and

New York. He was part owner and retained his interest in her up to the time of his death. He made voyage after voyage in the ship, putting the *Paul Revere* on record as making some of the very fastest passages ever made by a sailing vessel; and in one instance actually beating a steamer in a three days' run, which was thus described in the Yokohama, Japan, papers, at the time:

"An exciting ocean race took place between the regular mail steamer, commanded by Captain Swain, and the American ship *Paul Revere,* Capt. John Mullin, on the passage from Hiogo to Yokohama. The steamer left Hiogo on Tuesday, December 12 (1883), at 6.30 P. M., and the *Paul Revere* sailed an hour and a half later, with a strong breeze and in ballast trim. At 3 o'clock the next morning, Captain Mullin overhauled and passed the steamer, and in the middle of the forenoon had left her so far astern that not even her smoke was visible. Unfortunately for the ship, the wind moderated, and soon the steamer began to show herself and to recover her lost ground rapidly. Early in the afternoon the *Paul Revere* was second in the race, but the wind was freshening, and at once she stretched away for her competitor, which she quickly passed and left astern for the last time. The ship split her maintopsail, but a new one was quickly bent, although more time was lost. Captain Mullin arrived here (Yokohama) at 4 A. M. on Thursday, and Captain Swain came in six hours later—a difference of seven and one-half hours in favor of the ship. The *Paul Revere's* passage of 32 hours is the quickest ever made between these ports."

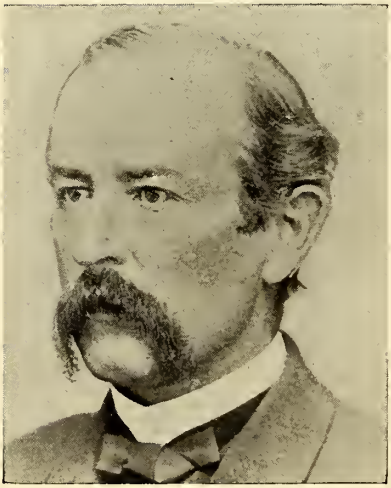
In all truth may it be said that Capt. John Mullin was a thorough sailor, a skillful shipmaster and factor and merchant. He was an honor to his profession, and wherever he went he was always cordially welcomed. He was deputy master of the Salem Marine Society at the time of his death, having joined the society November 2, 1874.

J. Clark Mullin is his son; Miss Alice P. Mullin and Mrs. Winchester Smith, his daughters, and Mrs. Thomas H. West, Jr., a granddaughter. He died in Salem, September 28, 1902.

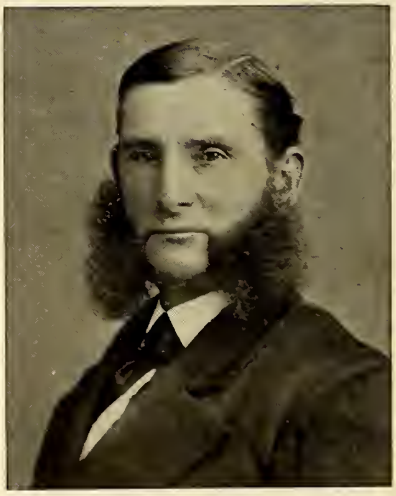


CAPT. WILLIAM B. BATES.

CAPT. NATHANIEL BROWN.



CAPT. NATHANIEL J. KINSMAN.



CAPT. JOHN MULLIN.

Captain Nathaniel J. Kinsman.

Captain Nathaniel Joshua Kinsman, who commanded the ships *Australia* and *Sumatra,* besides being an officer of other ships owned by Stone, Silsbees, Pickman & Allen, was one of the finest men and shipmasters that ever trod the quarter-deck. He was a member of the Salem Marine Society. In a "History of the Kinsman Family," compiled by Lucy W. Stickney for Frederick Kinsman, and published in 1876, the author furnishes the following interesting statistics:

"Nathaniel Joshua Kinsman was the son of Joshua and Mary (Brown) Kinsman, and was born in Salem, September 14, 1831. He was a shipmaster from an early age, like his father and grandfather before him, and of marked ability in his calling. He met with an untimely end at the age of 36, having been lost at sea by the probable foundering of the Spanish steamer *Malespina,* by which he took passage from Hong Kong for Manila, in September, 1867, the vessel never having been heard from afterward."

[Note.—Captain Kinsman was in command of the ship *Sumatra,* which, with other vessels owned by the firm, were lying at Hong Kong. He started for Manila to obtain a cargo for the United States. The steamer was lost, as before stated. Capt. John Mullin, of the ship *Shirley* of Salem, succeeded Captain Kinsman in command of the *Sumatra.*—G. G. P.]

"Captain Kinsman's death was the fifth that occurred away from home, out of seven in the families of the brothers Nathaniel and Joshua. Two, father and son, lie buried in the far East; two more, also father and son, found their graves in the ocean; and one, a little daughter, died at sea on the passage from China; two only, mother and daughter, died at home."

Of his grandfather, Nathaniel Kinsman, son of Nathaniel, a shipmaster, and Deborah Kinsman, his wife, who was born in Salem, Feb. 6, 1778, the *Salem Gazette* of August 3, 1847, says: "Died at Macao, about May 1, 1847, Nathaniel Kinsman of this city. As a shipmaster

he was distinguished for his nautical skill; as a merchant, for his shrewdness, honor and mercantile talents. These qualifications marked him out as eminently qualified to take the lead of a mercantile house in a foreign country, and the house of Wetmore & Co., of Canton, invited him to become their partner. For a limited term he consented to leave his country and engage in this partnership. But the disease with which he had previously been visited, again attacked him, and proved fatal. Like his brother, he has died in a foreign clime, and quickly followed his little daughter, who died on her passage home. In his death, our city has sustained the loss of one of her most honorable, honest and amiable citizens, and his family an irreparable calamity." [The daughter's name was Rebecca Reed Kinsman, and she died at sea, August 16, 1846, on board the barque *Douglass,* on the passage from China, in the eighth year of her age. The body was buried in Salem, September 2, 1846.]

Abbot Kinsman, son of the foregoing, died at Iloilo, Philippine Islands, July 4, 1864, in his 20th year. His death and burial place were brought before the Salem public in October, 1900, in a singular manner, a Salem soldier on duty in the Philippines, writing home to a citizen of Salem as follows:

"While on duty in the cemetery here (Iloilo), when they were taking up the remains of soldiers, for removal to the United States, my attention was called to a small, red brick mound, with a small white slab at the head, bearing this inscription:

ABBOT KINSMAN.
Age 20 Years.
DIED JULY 4, 1864.
OF SALEM, U. S. OF A.

"Now Frank G. Carpenter, the great globe trotter and writer, was here last February, and he says that this place was little known to the outside world up to 30 years ago.

"Now, I feel positive that this was a Salem, Mass., boy, who has lain here the past 36 years, and who would be in

his 57th year if among the living. I think that among the sea captains of old Salem you will have no difficulty in learning something about him. If you want a picture of the grave, I will bring one home with me."

As the writer of the foregoing says, the identity of Abbot Kinsman, whose remains are buried in far-away Iloilo, was easily established.

Abbot was the son of Capt. Nathaniel Kinsman and Rebecca (Chase) Kinsman of Salem. He was born in Macao, China, Oct. 6, 1844, his father being then engaged in business there. He was sent to Salem to receive his education. On the completion of his school life, he sailed from New York in the ship *Shirley* of Salem, on Aug. 15, 1862, to gratify a desire, cherished from early boyhood, for a voyage with his cousin, the late Capt. Nathaniel Brown (who was afterwards mayor and city treasurer of Salem), and to revisit China, the land of his birth.

The ship was bound to San Francisco, and arrived there January 11, 1863. Thence she proceeded to Hong Kong, where she arrived March 15, and soon afterwards Abbot visited Macao, his birthplace and a spot of sacred interest to him, his father's grave. Contrary to expectation, the *Shirley,* instead of loading for New York, returned to San Francisco. Here, Captain Brown resigned, and came home to Salem, his first officer, Capt. John Mullin, well known as the commander of the *Shirley,* ship *Sumatra,* and the famous clipper ship *Paul Revere,* taking charge of the ship. Abbot decided to remain by the *Shirley,* and to proceed with Captain Mullin to Hong Kong, in the hope of finding business.

While at Hong Kong, he obtained a situation there, and parting reluctantly from Captain Mullin and other friends on the *Shirley,* so long his home, he went to Manila and entered the employ of Russell & Sturgis, Dec. 22, 1863.

In February, 1864, he was transferred to the province town of Legaspi, on the eastern coast of the island of Luzon, as an assistant to George H. Pierce, the agent of

the house at that place. On June 14, 1864, he went on a business trip to Iloilo, in the Spanish brig *Pilar,* the captain being an esteemed friend. The vessel arrived there June 28. Asiatic cholera was prevalent there, and Abbot was seized with the dread disease between 4 and 5 o'clock on the morning of July 4. He appeared to have gotten over the worst of the attack, but a relapse occurred, and he passed away at 3 o'clock that afternoon, having been unconscious from the noon hour.

He had all the assistance possible. He was buried the same night, the funeral service being read by W. B. Loring of Boston, American vice-consul at Iloilo.

Such is the sad but interesting story of the Salem boy who sleeps beneath the "small red brick mound" in the Iloilo cemetery, to which the Salem soldier boy so touchingly alludes in his letter.

Our own beloved Essex County poet, John Greenleaf Whittier, immortalizes the young man in the following poem:

KINSMAN.

Died at the Island of Panay (Philippine Group), Aged 19 Years.

Where ceaseless Spring her garland twines,
  As sweetly shall the loved one rest,
As if beneath the whispering pines
  And maple shadows of the West.

Ye mourn, O hearts of home! for him,
  But, haply, mourn ye not alone;
For him shall far-off eyes be dim,
  And pity speak in tongues unknown.

There needs no graven line to give
  The story of his blameless youth;
All hearts shall throb intuitive,
  And nature guess the simple truth.

The very meaning of his name
  Shall many a tender tribute win;

SHIP "PERSEVERANCE"

Wheatland, Silver & Forrester, owners; Richard Wheatland, master. 1794.
Wrecked on Cape Cod in 1805.
From a water-color in the Peabody Museum.

The stranger own his sacred claim,
And all the world shall be his kin.

And there, as here, on main and isle,
The dews of holy peace shall fall,
The same sweet heavens above him smile,
And God's dear love be over all.

Capt. Joshua Kinsman, father of Capt. Nathaniel Joshua Kinsman of the ship *Sumatra,* before mentioned, was born in Salem, August 12, 1801. He died at sea, on board the ship *Eliza Ann,* August 3, 1841. He was much esteemed for his uprightness and the uniform kindness of his disposition. His associates and friends erected a granite monument to his memory in Harmony Grove cemetery, Salem. It is stated in Felt's Annals of Salem, under date of March 15, 1833, that "The Royal Humane Society of London date their thanks, on vellum, to Capt. Joshua Kinsman, of the brig *Gazelle,* for rescuing from the wreck of the British schooner *William and Elizabeth,* October 31, her distressed company, and generously providing for their wants." He was a member of the Salem Marine Society.

Captain George Z. Silsbee.

Captain George Z. Silsbee was born in Salem in January, 1822, in the ancestral homestead, and he died in Beverly, Sept. 10, 1895. As a boy he had a strong love for the sea, and shipped on an East Indiaman engaged in the pepper trade. He remained in the India trade many years, and was master of the barque *Borneo,* the ship *Malay,* and other vessels on voyages to the far East. When that trade began to drop in Salem, he interested himself in other directions. He became a member of the old Salem mercantile firm of Stone, Silsbee & Pickman, later Silsbees, Pickman & Allen. When the Lake Superior Iron Company was organized, he accepted the office of treasurer of the company, holding the office many years. He was also treasurer of the Middlesex Mills of Lowell, and president of the Newmarket Manufacturing Company,

of Newmarket, N. H., a concern in which the Silsbee family had an interest from the start. Two years previous to his death he retired from all active occupation, and lived mostly at his country home in Beverly.

Captain Brackley R. Peabody.

Captain Brackley R. Peabody died at his home, 4 Flint Street, Salem, Feb. 28, 1874, at the age of 75 years, after a lingering illness. He entered upon a seafaring life when a boy, followed it steadily for many consecutive years, and commanded vessels in the pepper trade and on other voyages. He served as an alderman of Salem in 1858. He joined the Salem Marine Society, August 9, 1850. The late George L. Peabody was his son.

Captain Daniel M. Marshall.

A record of more than half a century sailing the ocean blue, was that of the late Captain Daniel M. Marshall of Salem, who died in this city, April 8, 1901. He was born in Scarboro, Maine, January 3, 1809. His father owned a small piece of ground which he tilled. He was a carpenter by trade, but went fishing in summer and worked at shipbuilding in winter at Scarboro Landing. Business was good then, and it was not an unusual sight to see five or six vessels, ranging from 75 to 200 tons, the latter being quite large for those times. Captain Marshall's parents had four sons and three daughters. To the writer, several years ago, Captain Marshall told the following story:

Young Marshall received all the education he ever obtained in the schools of Scarboro, before he was fourteen years of age. He worked on the farm in summer, and went to school in winter. On leaving school he went to learn the cabinet-maker's trade, but he worked at it only a year, as his employer gave up business, and the lad returned to carpentering.

He came to Salem in April, 1826, and was employed by the late Eben Dodge, who had the building of the woodwork on the western side of Derby wharf. He remained

with Mr. Dodge until fall, when he and five others boys resolved among themselves to go to sea. Two of the youngsters were William B. Bates and John Ford.

The ship *Perseverance,* owned by N. L. Rogers & Brothers, whose counting-room was on Derby wharf, was fitting away for Madagascar. She carried a crew of six boys, six men before the mast, cook, steward, two mates, clerk and captain. The boys were all lucky enough to secure a chance. Capt. William Bates was master, Joseph Ryder, mate, and Benjamin Wallis of Beverly, second mate. The clerk was an excellent young Salem man, whose name Captain Marshall did not recall after so many years.

The boys were in high spirits over their success, and it was a great day for them when, on December 20, 1826, the *Perseverance* sailed away for Majunga. She was to obtain for her homeward cargo what was called jerked beef, and she carried from Salem 100 tons of salt, for the purpose of curing the meat. In the hold were also 10,000 bricks as ballast.

The passage to Majunga was made in 125 days, and when within 30 miles of the port the vessel grounded. The anchors were carried forward for the purpose of warping her off, part of the cargo was thrown overboard, and the lofty spars of the ship sent down. The crew succeeded in hauling her some distance before it was discovered that the water was shoaling. The reverse was then tried, and, after much hard work, the vessel was afloat.

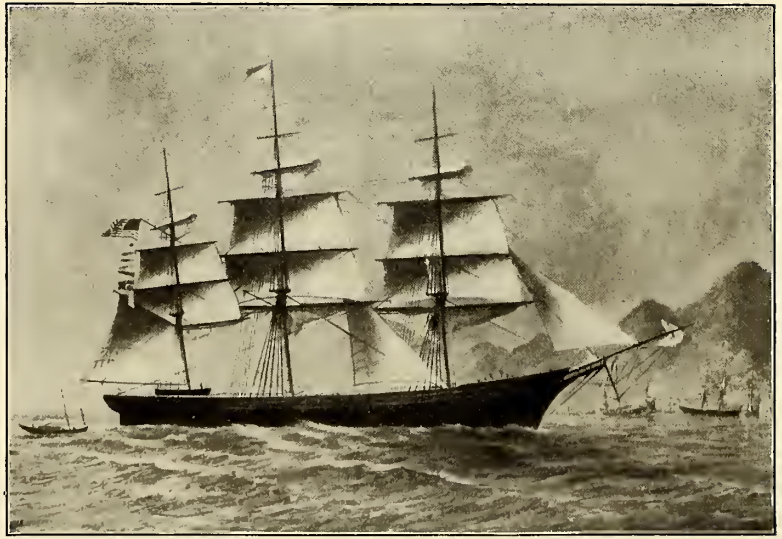
On getting into deep water, the vessel began to leak like a sieve. Part of the crew kept the pumps going, while the remainder sent up the spars, bent the sails, and started the ship for Majunga. There, what little salt remained was discharged, and the ship at high water was run well up on the flats. At low water she was left high and dry, and hurriedly the men were preparing to caulk her. Suddenly, the bottom gave way, and she settled well down on the beach. She was beyond repair, and her entire company of eighteen souls were without a ship. The *Perseverance* was an old pepper ship that had made

one or two voyages to Sumatra, and her timbers had been eaten by the pepper. When her planks and timbers gave way, a large quantity of pepper floated out to sea.

After being at Majunga some time, the brig *Laurel,* owned by Robert Brookhouse, came into port, on her way home to Salem. On her, the two mates and all but six or seven of the crew of the *Perseverance,* obtained passage. Subsequently, another of Mr. Brookhouse's vessels, the brig *Fawn,* arrived, and young Marshall joined her in an eight months' voyage after beche-de-mer. The *Fawn's* mate and supercargo remained at Majunga to obtain a cargo of jerked beef for her, and have it ready when she returned. She then went down the Mozambique coast, and when she returned found everything ready, quickly loaded and sailed for Salem. Mr. Marshall came in her, and when he reached Salem he had not a dollar to his name, having a greater part of the time worked for his food only. Thus closed his first voyage of 16 months' duration. As he told the writer of it, he dryly remarked, "It is a wonder that I did not swallow the sheet anchor."

His second voyage was in the brig *Amethyst,* to Maranham and Para, and he was absent six months. Capt. Benjamin Upton was master, and Capt. John Willis, mate. He next sailed in the brig *General Warren,* Capt. John D. Simonds of North Salem, master. The vessel went to St. Jago, obtained a cargo of molasses, and returned to Salem, completing the voyage in two months.

Five voyages between the United States and Europe followed. These voyages were from Salem, Boston, New New York, New Orleans and Savannah. One of these was made in the famous brig *Leander* (whose history has been given in these articles), owned by Joseph Peabody. Capt. James S. Kimball was mate, and on the next voyage he was promoted to master, and Mr. Marshall was made second mate. On this voyage she went to Sumatra, obtained a cargo of pepper and coffee, and sailed for St. Helena, the island home of the great but deposed Emperor Napoleon Bonaparte. Captain Kimball received orders to proceed to Antwerp. She arrived there all right, dis-



SHIP "DERBY" BUILT AT CHELSEA, 1855.

Stone, Silsbees, Pickman and Allen, Owners.

From a painting by a Chinese artist, showing the ship entering Hong Kong in 1864.

charged her cargo, and came home to Salem in ballast. After getting home, she loaded for Copenhagen with coffee and sugar. From Copenhagen she went to Gottenburg for a cargo of iron, and came home to Salem. These three voyages were all he made in the *Leander*. He always liked the craft, and he delighted to speak of her. In his sitting-room was a picture of the brig under full sail, a daily reminder to him of the many hours he spent in her. "There she is," he said to the writer, as he pointed with pride to the picture, "and a mighty fine vessel she was, too."

Captain Marshall next sailed as second mate in the brig *Dawn*, a vessel owned by Putnam I. Farnham, and commanded by Captain Purbeck, who was the father of the late William A. Purbeck, a merchant tailor in Salem many years. The voyage was to Antwerp, with a cargo of hides, and return to Salem. After this voyage he joined as mate the ship *Israel*, owned by Edward Bangs & Brother, of Boston, commanded by Captain Boss. This was his first voyage as mate, the vessel going to Valparaiso, where she discharged. She then proceeded down the coast, obtained a cargo of copper ore, and sailed for Swansea, Wales. From Swansea she returned to Boston in ballast. The firm owned several ships, and Mr. Marshall was urged to go as mate again, with the promise of a command soon after the voyage was ended. He declined the offer and came home to Salem.

His next three or four voyages were between Salem, Boston and South America, with Capt. George Savory. Through the influence of Captain Savory, and with his own ability to commend him, he was made master of the barque *Dawn*, owned by a Boston firm. She was a fine, large vessel, and, being his first command, naturally enough he was proud of her. He sailed from Boston for Rio Grande, carrying out $80,000 in doubloons to purchase the cargo of wool and hides. He returned direct to Boston, and had made a very successful voyage for his owners.

He next commanded the barque *Bevis*, owned by B. &

H. P. Upton of Salem, on a voyage between Salem and Rio Grande. Several other voyages followed in quick succession, between Salem and South America. On one, in the brig *Mermaid,* Mr. James Manning, who will be remembered as a former marine reporter for the *Salem Register* and other papers, and later as a mail clerk in the Salem post office, was a passenger on the outward passage to Rio Grande. The *Mermaid,* Captain Marshall said, was a pretty little full-rigged brig, painted white. Captain Marshall's last voyage was in the barque *Bolivia,* owned by Rideout & Roberts of Salem and Boston, between Boston and Africa. He then relinquished the sea and settled quietly down in Salem.

An incident worthy of mention in his seafaring life was one that happened while on a voyage from Southampton, Eng., to Montevideo. It was during England's war with Russia, and sailors were very hard to get. The English navy shipped the best men and left only the rough and very poorest element. It was from this last class that he was obliged to take his crew. The vessel stopped at Cadiz to get a lot of wine. The first night out from that port, the crew were violent and noisy, and the mate sided with them. The captain was left, with the exception of a boy and a sick second mate, to manage the vessel alone. The crew broke open the cargo and drank a quantity of the wine and spilled lots more. They were ready for murder or anything else that came in their way. The captain determined to keep them in their own quarters, and, putting a pistol in each pocket, he resolved to shoot the first man who would dare to come aft.

He kept the vessel off for Cape Verde Islands, and after much loss of sleep, reached Port Praya and sailed in under the guns of the United States frigate *Constitution,* and notified the authorities. Commodore Mayo sent a cutter alongside, and the mate and three sailors, the ringleaders of the mutiny, were put in irons, and new men given Captain Marshall from the *Constitution.* Commodore Mayo punished the offenders by keeping them in irons, after reprimanding them severely, in which he informed

them that, had he been in Captain Marshall's place, he would have shot every one of them.

After retiring from the sea, Captain Marshall became a member of the night police force of Salem, served sixteen months, and then resigned.

Captain William B. Bates.

In the sketch of Capt. Daniel M. Marshall, it was stated that one of the boys who shipped on the ship *Perseverance,* December 20, 1826, was William B. Bates. The lad was born in Salem, September 16, 1809, and was the son of Captain William and Mrs. Sarah (Forbes) Bates. He was educated in the Salem public schools, and left the East School, Master Gerrish, to go to sea in the ship *Perseverance,* commanded by his father. The ship, as before stated, was condemned at Madagascar. His father died at Majunga, Madagascar, May 3, 1834, while in command of the brig *Lady Sarah.* A son, Daniel, died on board the brig *Quill,* Captain Swasey, on the homeward passage from Majunga for Salem, July 7, 1834. In later years, the son William B. Bates, when master, brought his father's remains from Majunga to Salem for burial.

William B. Bates's second voyage was made in the ship *Messenger,* Captain Buffington, from Salem to Siam. Captain Buffington's son was a passenger in the ship, and the King of Siam wanted him to remain in his employ, instead of returning to the United States. Young Bates next made a voyage in the brig *Susan,* Capt. John Brookhouse, from Salem to the Island of St. Helena and return.

From November 6, 1837, to December 28, 1845, Capt. Bates commanded the brig *Richmond,* of Salem, in the Zanzibar trade. The vessel was owned by Ephraim Emmerton. His next three voyages were made as master of the brig *Cherokee,* owned by Michael Shepard and John Bertram. On September 1, 1848, he sailed in the brig *Potomac* from Salem for Zanzibar, making the passage in 98 days. He arrived home August 16, 1849, and this was his only voyage in that vessel. His next and last voyage was in the barque *Tom Corwin,* owned by Shepard

& Bertram. He sailed from Salem, October 12, 1849, for Zanzibar. He arrived home, November 23, 1850, and on December 6 following, the barque sailed for Zanzibar, under command of Capt. John Lambert. On retiring from the sea, he, for a time, had charge of vessels owned by the late Edward D. Kimball, and afterwards was connected with the Seccomb Oil Company of Salem.

Captain Bates joined the Salem Marine Society, February 26, 1846, and he ever maintained a deep interest in that honored society, and was an invaluable assistant to the late Honorable Charles W. Palfray in preparing the centennial history of the institution. So great was his interest that he never failed to attend the society's meetings. He was its clerk from 1869 to the time of his death, and during all that time he was agent of the Franklin building.

Another instance of his deep interest in the Salem Marine Society was the collection of photographs of nearly every member of the society. This required a great deal of patience and a vast amount of labor, as pictures of the earlier members were only obtained after long search and correspondence. All have been placed in rotation in a large album, which is now regarded by the members as a priceless possession.

Atkins H. Bates, a son, and two grandsons of the captain, are living in Salem. He married, April 24, 1839, Miss Harriet L. Brown, and they lived happily together until her death, a period of nearly 55 years.

Ship Perseverance.

The ship *Perseverance,* on which Captain Marshall and Captain William B. Bates made their first voyage to sea, was the second ship of that name. The first registered 240 tons and was built in Haverhill in 1794, for Simon Forrester and others. Richard Wheatland was master, and he was the father of the late Dr. Henry Wheatland, president of the Essex Institute, and George Wheatland, a prominent member of the Essex bar. In the *Salem Gazette* of February 5, 1805, is a thrilling account of

SHIP "SHIRLEY," CHARLES H. ALLEN, MASTER

Owned by Stone, Silsbee & Pickman. From the painting in possession of the Peabody Museum, Salem, Mass.

an engagement she had with a French privateer in the Bahama channel, written by Captain Wheatland. She was wrecked on Cape Cod, January 31, 1805.

The second ship *Perseverance* was built in Salem in 1809, and was 241 tons register. She was first owned by Richard Wheatland, James Silver and John Forrester. James Silver, master. Several other owners followed. When lost, she was owned by John W. Rogers, Nathaniel L. Rogers, Richard S. Rogers and Emery Johnson. William Bates was master.

Captain Nathaniel Brown.

Captain Nathaniel Brown was the son of the late Captain and Mrs. Nathaniel Brown. He was born in 1845, and died in Salem, December 10, 1879. His father died in Salem, April 27, 1866. Like the father, the son followed the sea as a profession and became a shipmaster. He commanded several fine vessels, among them the ships *White Swallow* and *Shirley,* leaving the latter ship in San Francisco in July, 1863, and sending her to China in command of his mate, Capt. John Mullin of Salem. Captain Brown was a member of the Salem East India Marine Society, and for more than a quarter of a century of the old Salem Marine Society, being the master of the latter nine years previous to his death. In the city government he was an Alderman in 1866-67-68; Mayor in 1870-71. He was elected City Treasurer, May 16, 1879, but resigned after a short term of service.

SHIP "SHIRLEY."

Salem, ever first to lead the way to foreign countries and there to fling Old Glory to the breeze, had the distinction, by means of her former shipping, of establishing the first hotel of any magnitude in the Klondike region. A dispatch from Seattle, September 3, 1897, stated that the old barque *Shirley* was to be towed to Skaguay and be converted into a hotel and storehouse, capable of accommodating 400 lodgers.

This vessel was none other than the old ship *Shirley* which bore on her stern for twenty years the name of Salem as her hailing place. She was probably better known than any other vessel of her class. She was a good ship, and made thousands of dollars for her owners. She was built at Medford, Mass., in 1850, was 171 feet 6 inches long, 33 feet 10 inches beam, and 23 feet 9 inches depth of hold, and registered 910 and 70-95 tons. She was named *Shirley* by the daughter of her first owner, after she had read Charlotte Bronte's book, "Shirley." For the first two years she was owned by Joshua Sears and Alpheus Hardy of Boston; then for 20 years by Stone, Silsbee & Pickman and Benjamin W. Stone & Brothers of Salem, and lastly by parties on the Pacific coast.

As whatever relates to old Salem ships is always cordially welcomed by people in this vicinity, the following items about the old ship will be found of interest:

Her First Voyage.

On her first voyage the *Shirley* was commanded by Captain Shaw, and she sailed from Boston, Oct. 3, 1850, for New Orleans. Arrived at that port October 17; loaded with cotton and cleared Nov. 21 for Liverpool; arrived there Jan. 5, 1851; sailed Feb. 13, and arrived at New York March 27.

The second voyage was between New York, New Orleans, Liverpool and New Orleans. She sailed from New York May 9, and arrived back at New Orleans Oct. 23.

The third voyage was between New Orleans and Liverpool, and the fourth between New Orleans, Liverpool and

Boston, the vessel arriving at Boston Aug. 27, 1852. On the second, third and fourth voyages she was commanded by Captain Hiler.

On Sept. 22, 1852, Messrs. Stone, Silsbee & Pickman of Salem bought the ship of Joshua Sears and Alpheus Hardy of Boston, and immediately fitted her for their extensive East India trade. She sailed from Boston Oct. 27, 1852, for Melbourne. From Melbourne she went to Manila, and loaded for New York. Capt. Nicholas T. Snell of Salem was her master, Aaron W. Berry of Salem, first officer, and George A. Brown of Salem, boy.

May 4, 1854, she sailed from New York for Melbourne, thence to Callao, loaded guano at the Chinca Islands, and arrived at Hampton Roads June 27, 1855. Capt. Nicholas T. Snell, master; George A. Brown, Salem, ordinary seaman; Wm. Churchill and Oliver Andrews, Salem, and Benj. O. Reynolds, Dover, N. H., boys.

Sailed from Baltimore, Aug. 19, 1855, for Manila, and returned to New York Oct. 13, 1856. Capt. George W. Abbott of Beverly, master; John A. Derby of Salem, mate; and Augustus Luscomb of Salem, second mate.

Sailed from New York Dec. 2, 1856, for Mobile, and arrived Jan. 12, 1857; sailed for Liverpool Feb. 21, and arrived April 4; sailed for Calcutta May 12 and arrived Oct. 20; sailed Dec. 17 for Bombay and arrived Jan. 16, 1859; sailed Feb. 25 for Calcutta and arrived April 12. She remained at Calcutta until Dec. 20, then sailed for Boston arriving April 19, making the homeward passage in the excellent time of 103 days, and completing the double voyage in two years four months and seventeen days. Capt. Charles H. Allen of Salem, master; John E. Abbott of Beverly, mate; and Augustus Luscomb of Salem, second mate.

Sailed from Boston May 28, 1859, for Point de Galle, and arrived Sept. 26; sailed Oct. 28 for Calcutta, and arrived Nov. 20; sailed for Boston Jan. 20, 1860, and arrived May 29, 1860, having been absent one year and one day. Capt. Charles H. Allen of Salem, master; Benj. D. Thayer, mate; Solomon Harding of Salem, second

mate; John M. Haskell of Salem, third mate; Henry E. Batchelder and Wm. P. Edwards of Salem, ordinary seamen; Wm. S. Brown and Walter J. Silsbee of Salem, boys.

This was the last voyage to sea of her master, Captain Charles H. Allen, after 33 years spent upon the ocean. It was also the last voyage of the ship while she was owned by Stone, Silsbees & Pickman. She was then sold to Benjamin W. Stone & Brothers of this city, and consequently still hailed from Salem.

She continued in the California and East India trade for twelve years longer, being commanded successively by Capt. Nathaniel Brown, Capt. John Mullin, and Captain Ferguson of Salem, and Capt. Joseph W. Willcomb of Ipswich. In 1872 she arrived at San Francisco from China, and was then sold to parties on the Pacific coast, and ceased to hail from Salem. Captain Willcomb, her commander, and Charles H. Tibbets, her mate (afterwards commander of the ships *Highlander, Centennial, Sunrise, Southern Cross,* and *Sea Witch*), came home to Salem overland.

Upon her sale to San Francisco parties she was altered from a full-rigged ship to a barque, and as such sailed up and down the Pacific coast, engaged in the lumber trade.

Capt. Charles H. Allen says that the *Shirley* was the best-modeled ship the Salem merchants ever owned. A model and picture of the old ship are on exhibition in the Marine Room of the Peabody Museum of Salem.

SHIP FORMOSA.

Ship *Formosa,* a splendid vessel of 1,500 tons, was launched from the yard of John Taylor, East Boston, November 20, 1868. She was built for Silsbees, Pickman & Allen of Salem, and her frame was of seasoned white oak; her keelsons, deck frame and ceiling of yellow pine. She was square fastened throughout, bolted with copper and yellow metal, treenailed with locust, seasoned with salt, well ventilated, and finished in a superior manner.

She sailed on her first voyage December 30, 1868, under command of Captain A. D. Cobb, for Hong Kong, and arrived there May 11,—132 days passage. Thence she went to Manila and loaded for New York, and arrived home at that port January 24, 1870, thus making the round voyage in one year and 25 days.

Captain Samuel R. Curwen.

Captain Samuel Ropes Curwen died in Salem, November 11, 1870, in his 50th year. He was born in Salem, December 28, 1820, the son of Samuel and Priscilla (Barr) Curwen, and a brother of James Barr Curwen, long associated with Capt. John Bertram. He was a thorough seaman, a skillful navigator, a very capable factor, and took an honest pride in his noble profession. He for some time commanded a steamer in China, and had navigated most of the seas navigated by Salem ships. He was a graduate of the old Salem English High School, in the fifth class to enter that temple of learning. His last sickness was a long and painful illness, but he bore his confinement and suffering with remarkable patience and cheerfulness, and his departure was greatly lamented by his wide circle of friends.

Captain John H. Eagleston.

Captain John H. Eagleston died at the home of one of his children in Hyannis, Setember 24, 1884, at the age of 81 years. His body was brought to Salem for burial. Captain Eagleston was born on the South Shore of Mary-

land, but came to this part of the country when a boy, and for the greater part of his life made his home in Salem. Entering upon a seafaring life, he in due time became a master mariner and made many voyages in the employ of the late Stephen C. Phillips and others. Between 1830 and 1840 he was largely engaged in trading at the Feejee Islands, with which he became very familiar, so that when Commodore Wilkes's expedition visited the islands in 1840, he was able to render an important service by taking the United States Ship *Peacock,* one of the vessels of the squadron, safely into the harbor, and the Commodore, in an official report to the Government, expressed great indebtedness to Captain Eagleston for his attention and assistance, and also for his observations relating to gales.

Captain Eagleston was also one of the pioneers in the California trade, after the discovery of gold. He fitted out and commanded the brig *Mary and Helen,* named for his two daughters, and she was cleared from Salem, October 27, 1848,—the first vessel to sail for California from Massachusetts after the gold fever set in. His reminiscences of his experiences in the Pacific and among strange peoples were very graphic and interesting, and he communicated many of them for publication in the *Salem Register* and other papers from time to time. He left the sea and engaged in various business ashore, but in his latest years, through competition, lost most or all of his previous gains.

Captain Eagleston was an explorer as well as a shipmaster, and no one in the Feejee Islands trade was better acquainted with those islands than he. He sailed for Nathaniel L. Rogers & Brothers, as well as for Mr. Phillips. The captain made voyages to the islands between 1830 and 1840. He sailed the barque *Peru,* the ship *Emerald,* the brig *Mermaid,* the ship *Leonidas,* and others in the Feejee trade from Salem.

When in the *Leonidas* he caught several albatrosses and tied to the neck of each a quill containing a slip of paper, on which was written, "Ship *Leonidas,* of Salem, bound

to New Zealand." One of the birds was caught by a French vessel off the Cape of Good Hope, several hundred miles from the spot where it was caught and released by Captain Eagleston. The news reached Salem, March 21, 1840, was published in the marine column of the *Salem Register,* and was the first word heard from the *Leonidas* since she sailed August 9, 1839.

Captain George B. Abbott.

Captain George B. Abbott was born in Salem in 1829, and educated in the public schools. At an early age he went to sea in vessels engaged in the African and East India trade. While in command of the ship *Harriot Ewing,* in 1867, he was in the neighborhood when the United States Ship *Sacramento* was wrecked near Coconada, India, and he rendered valuable assistance to the officers and crew, who lost nearly all of their effects. For this service, Captain Abbott received an elegant chronometer gold watch and chain from the officers of the United States Navy whom he had befriended, and also a handsome letter of acknowledgment. Captain Abbott joined the Salem Marine Society May 16, 1868, and he died in Salem, February 9, 1880, in his 52nd year.

To Captain Abbott fell an experience, such a one as the writer has never been able to record as the lot of another Salemite,—that of being obliged to leave a ship on fire in mid-ocean. Captain Abbott, on the next voyage to that of his voyage as master of the ship *Harriot Ewing,* joined the ship *Sunbeam,* Captain Chadwick, as first officer. The ship was owned by Augustus Hemenway of Boston, and sailed from Iquique, Peru, March 13, 1870, for Tome, Chile, with part of a cargo of nitrate. About noon of March 31, in latitude 30.44, and 70 to 80 miles from shore, the second mate went below to draw off some varnish to apply on the upper deck, taking with him an open light. The fumes of the flowing varnish caught fire from this light, and an explosion followed, scattering the burning varnish in all directions about the hold and over the sacks of saltpetre stowed therein, which

caught fire and burned with great rapidity. The captain was below at the time, working on the observations he had just taken. On hearing the alarm of fire, he rushed on deck and found the flames issuing from the after hatch. Explosion after explosion followed, and so rapid was the progress of the fire that time was not allowed to clear away a single boat, and the only chance of being saved was by jumping overboard and clinging to whatever loose spars or boards might be found floating about. Captain Chadwick remained with his little son in his arms, then jumped into the sea and saved himself and child by holding on to a studding-sail boom. The fastenings of the quarter-boat fortunately soon burned away, and the boat fell into the water right side up. One of the crew immediately secured it and managed to save Captain Chadwick and son, Mr. Abbott, Marshall Johnson, a boy, E. H. Roberts, ordinary seaman, the cook and six of the hands. The second officer, carpenter, steward and three seamen were lost. After being in the water several hours in the boat, they were picked up by the American barque *Charles W. Morgan,* Captain Ahearn. The captain had seen the fire, and he bore down for the spot, took on board the shipwrecked party, and landed them at Talcahuano, Chili. The *Sunbeam* sank out of sight in less than twenty minutes after the explosion. She registered 798 tons, and was a fine vessel, four years old, built at Chelsea. Mr. Abbott arrived home in the barque *Sappho,* at New Bedford, July 5, 1870, from Talcahuano.

Captain J. Clifford Entwisle.

In these articles on "Salem Vessels and Their Voyages," which include lists of merchants and shipmasters, it seems most appropriate to include one, who, though not a native of Salem or sailing in any Salem vessel, yet became a citizen of Salem and was honored by high public office of trust,—City Clerk James Clifford Entwisle,—and who was known and loved by the children and their elders as well.

(*To be continued*)

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By George Granville Putnam.

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THE PEARSONS AND THEIR MILLS.

BY RUSSELL LEIGH JACKSON.

Some time in the year 1643 there appeared in Ipswich one John Pearson, an Englishman. According to the records, he must have been about thirty years of age, and tradition pictures him as a quiet, unassuming person of unquestionably gentle birth. Who he was or whence he came has never been definitely established beyond a doubt.

Many of the colonists who settled in the vicinity of the Ipswich and Parker rivers came from the southern counties of England. Their homes had, for the most part, been within a 100-mile radius of London, and it is quite possible that John Pearson was a member of the old Pearson family of Northamptonshire, which had been seated at Spratton since the reign of Richard III, when one Thomas Pearson received a grant of land and a manor house from his sovereign for services during the War of the Roses. Although we know nothing of the birthplace of John Pearson, it is a matter of record that at the time of his arrival in New England, descendants of Thomas Pearson of Spratton were flourishing in Northamptonshire in close proximity to families whose names have become prominently identified with Essex County.

John Pearson's stay at Ipswich was very brief, probably of not more than three months' duration. The reason for his departure is not clear. Perhaps Mill River in Rowley offered a better location for a mill-dam; at any rate, he was of the Rowley colony in 1644.

He was a miller, and experienced in the art of fulling cloth. When he emigrated to New England he did a

rather unusual thing, for he carried with him to the new world not only the machinery for the mill, but the cedar posts for the mill-dam as well. Tradition, perhaps reliable, says that he thought there was no wood in America hard enough to stand the action of the water, so he merely used this precaution. In 1800, more than a century and a half after they had been implanted in the muddy bottom of Mill River, these cedar posts were dug up, and they were found to be in an excellent state of preservation, scarcely any wear or decay being discernable. This speaks well for the English cedar, but there is a much mooted question as to whether John Pearson's precautions were wholly warranted. The humor of the situation lies in the fact that this young Englishman brought wooden posts to America, a land that abounded in wooden posts then uncut.

The first fulling mill in America was set up by John Pearson in 1644 on Mill river, a branch of the Rowley river, near the grist mill of Philip Nelson, which had been established two or three years before. How well Pearson had mastered the fulling art in England, we know not. We do know, however, that from the very beginning Pearson's mill was successful and a most valuable asset to the town.

It is not an exaggeration to say that with the advent of the fulling mill, came the manufacture of cloth on a scale never before attempted in America. Previous to Pearson's coming, cloth making was a rather crude industry. Practically all of it was homespun, and, while the women did the best they knew, the results were, quite naturally, far from satisfactory. The fulling mill changed all this. The cloth was still spun at home, in a large measure; but the finishing or fulling of it was done at the mill, and consequently a much better material resulted. Incidentally, this in time lessened the importation of cloth from England, making just one of the many contributing causes of the Revolution of a century and a half later.

Having secured what might be called virtually a monopoly of the fulling industry, John Pearson next turned

his attention to grist milling, and in 1654 he acquired control of the Nelson mill, which was situated near the site of the present Glen Mills in Rowley. Under his management the industry developed, and the next century witnessed the establishment of mills scattered along practically all of the tidal waters of Essex County, and the majority of them were either owned or controlled by sons or grandsons of John Pearson. The townspeople realized the business sagacity of the man and the extent of his influence. In 1678, and for seven terms thereafter, they chose him to represent them at the sessions of the General Court. He served as Selectman many times, and on more than one occasion acted as magistrate. It is interesting to note that in 1691, two years before his death, his tax was the highest but one in Rowley, the amount being seven pounds, fifteen shillings. On October 24, 1686, the Puritan church honored him with appointment as deacon, and this office he filled to the complete satisfaction of the meticulous theocracy that at that time controlled the affairs of both church and state in New England. His death occurred December 22, 1693, and his age was about eighty years.

John Pearson has been called the "father of the milling industry" in America, and this is undoubtedly correct in substance. There were grist and saw mills in the New World before 1643; but the industry was never conducted on such a large scale until John Pearson came and blazed the trail, so to speak. This was, of course, a most important and necessary business in a new country. Probably Rowley owes as much to John Pearson as to any of her citizens for her early development, and surely no one had the interests of Rowley at heart more earnestly than John Pearson.

His wife, Dorcas, whom he brought from England, was the mother of his twelve children. The oldest son bore his father's name and was a prominent and respected citizen of Rowley. At his father's death he received the old Nelson grist mill, which he carried on for many years. He fought in the Indian wars, earning a captaincy, and passed to his reward honored and respected. Joseph

Pearson, son of Captain John, inherited the mills, which he passed on to his son, another Captain John, who led a troop of horse in the French war. This Captain John Pearson, by his wife, Ruth Hale of Newbury, had two sons: Samuel, who carried on the corn and grist mills, and John, who revived the old fulling mill. Joseph Pearson, son of old John Pearson, is said to have been the most promising member of the family. He undoubtedly would have been brought up in the business of milling had he not gone to war and been killed by Indians in the raid upon Hatfield in 1675. He belonged to that company known as the "Flower of Essex."

Benjamin Pearson, the fifth son of old John Pearson, was the ancestor of the most prolific branch of the family. Incidentally, his descendants are the only Pearsons who have carried on the milling industry successively to the present day. Benjamin Pearson, of Newbury, Massachusetts, ninth in descent from this first Benjamin, is at the present time the head of the Byfield Snuff Mills, manufacturers of the famous "Red Top Snuff." Bartholomew Pearson, son of the first Benjamin, established a grist mill at Shrewsbury, Massachusetts in 1746, and in 1759 owned a mill on Miller's river in Winchendon. Deacon Isaac Pearson, a nephew of Bartholomew, established mills at Boscawen, New Hampshire, in 1767, which were afterwards carried on by his son, Somerby Pearson.

Stephen Pearson, the youngest of the family of old John Pearson, probably worked for his brother John and lived in Rowley. He, apparently, never owned a mill. One of his grandsons, Timothy Palmer, was the celebrated bridge builder. The historic old Chain bridge over the Merrimac at Newburyport, was an example of his work. Samuel Pearson, another son of old John Pearson, died when a young man.

The remaining son, Jeremiah, third son and sixth in the order of children, was the ancestor of the Pearsons who lived on Little river in the Oldtown parish of Newbury. This branch of the family has undoubtedly enjoyed a greater prominence than the descendants of any of the other sons of old John Pearson. During the Revo-

lutionary period they approached national prominence and accumulated considerable wealth.

Jeremiah Pearson, a lieutenant of the Colonial troops that fought the French and Indians during the closing years of the seventeenth century, lived in Rowley, where he owned a grist mill until 1708. On August 11 of that year, he bought of John Short nine acres of land on the easterly side of Little river, "together with ye dwelling house and ye grist mill standing on said river and the water privilege as it was granted to my honored father Henry Short, late of Newbury, deceased." This was the beginning of the milling industry in Newbury, which continued in unbroken succession in this branch of the family for five generations. The land which Jeremiah Pearson acquired borders on a small tributary of the Parker, known as Little river. On the north side of the river, fronted by a great rock, is an eminence now known as Leigh's hill. On this hill was built, in 1728, the old Pearson Leigh mansion, which had a most interesting history.

At the time Jeremiah Pearson bought the property a rustic thoroughfare known as Sweetbriar Lane, led from the main highway on the Ridge, so called, to the bridge which crossed the stream at the mill. This road was extended about a century ago to the Turnpike and to Kent's Island, which is about two miles from Leigh's hill.

In 1708, the old Short house stood at the foot of this hill, across the road which led to the mill. It was a cottage of perhaps three rooms. Just when Jeremiah Pearson moved this cottage from its location at the foot of the hill to the site at the top, will probably never be known. But some time in 1728, he built a great addition to his cottage, and the completed structure from that time on was known as the Pearson mansion. It was a great house of twenty-two finished rooms and a large open chamber from which six more rooms might easily have been made. This house was the crowning glory of the hill, which in itself is a most beautiful spot. Many times in its long history have landscape artists transferred

its beauty and picturesqueness to the canvas, and it is quite generally conceded that it was probably one of the most painted spots in Essex county. The late J. Appleton Brown, noted landscape artist, used to call it the most beautiful spot in Essex, and his opinion found confirmation with scores of friends and relatives of the Pearsons and Leighs who were fortunate enough to partake of their hospitality.

Lieut. Jeremiah Pearson followed closely in his father's footsteps, and added materially to his patrimony. After 1709 he was identified with the town of Newbury, although he never held office; neither was he exceptionally prominent. He married, on July 21, 1681, Priscilla Hazen, daughter of Edward Hazen of Rowley, ancestor of the Hazen family, which produced at least one member of prominence in the late General Hazen, the first husband of Mrs. Dewey, widow of Admiral Dewey. Priscilla Hazen Pearson was dismissed from the Rowley church in January, 1710, and after that date her name appears upon the records of the First church of Newbury. Lieutenant Pearson died at Newbury, in the house which he built on the hill, February 23, 1736, the first of the Oldtown Pearsons. Priscilla, his wife, spent her declining years with her daughter Priscilla Mighill, in Rowley, and died there April 25, 1752.

Moses Pearson, son of Jeremiah and Priscilla, removed to Cumberland, Maine, where he became the first sheriff of Cumberland County. Captain Jeremiah Pearson, Jr., lived in that part of Newbury which, in 1764, became the town of Newburyport.

John Pearson, son of Lieutenant Jeremiah and Priscilla Pearson, who inherited the mills from his father, had a most interesting career early in life. He ran away to sea at the age of twelve and visited the West Indies. Tradition says that he narrowly escaped capture by pirates, although nothing has been found to substantiate this. He returned to New England in time to participate in the French and Indian disturbances and rose to a captaincy in the service of his king. After the war, he purchased land in Stonington and proceeded to establish

his home in the Connecticut colony. His house and land, something like twelve acres, stood on Stonington Green, nearly opposite the meeting house, and was formerly the home of John Dennison. Captain John Pearson bought the place of Elnathan Minor and Samuel Mason, heirs of Dennison. The deed, which is recorded in Book 3, folio 228, Connecticut Deeds, bears date of December 27, 1717, and the purchase price mentioned is one hundred pounds.

Three years before, on March 24, 1714, he had married Miss Elizabeth Mix, born in Norwich, Connecticut, a daughter of Thomas Mix, a well-known citizen of Norwich and a granddaughter of the Rev. James Fitch, a Puritan divine, whose wife, the charming Dorothy Whitefield, was descended from the Grindalls, Sheafes, Wilsons and other dignitaries of the Church of England. This was considered a most illustrious marriage. Elizabeth Mix was a sister of Madame Yale, mother of the founder of Yale College, and through the Whitefields there was a close connection with the Higginsons of Salem and Boston.

After a few years, Captain John Pearson became tired of life in the Connecticut colony, and returned to Newbury, where he received his patrimony. Besides the old Short mill which his father had bought, he built another farther up the stream and proceeded to acquire a landed estate. By purchase and other means, he managed to gather up something like one hundred and fifty acres before his death, and died one of the richest men in the town.

His wife, Elizabeth Mix, was always of especial interest to the family, probably because she came from the far away colony of Connecticut. She used to visit her cousins, the Higginsons, in Salem, and many members of this family were frequent guests at the Pearson house. Some of the Gerrishes of Salem, who later removed to Boston, were connected with Madam Pearson's family, and they also had relatives among the Newbury Gerrishes who lived at one time in the old Spencer-Pierce house on Little's lane. Their visits to their Newbury relatives were never completed without paying a call upon the

Pearsons at the Mills. Elizabeth Mix Pearson died at the Pearson house, February 14, 1726, and after two years of widowerhood, Captain Pearson married Miss Lydia Ilsley, who probably made a most excellent wife, but who never had the social charm or grace that Elizabeth Mix happily possessed. Her memory has remained fresh in the family for seven generations, while the fact that there was a marriage between Captain Pearson and Lydia Ilsley has been almost forgotten.

Captain John Pearson, by his wife Elizabeth Mix, had several children. The inheritor of the estate at Newbury was, however, Silas, born at Newbury, June 27, 1724, and who, through his patriotic services during the Revolution, became known as "the patriot." He it was who brought to Pearson house it greatest glory.

(*To be continued*)

NEW MARKET AND TOWN HALL IN SALEM.

"We omitted in our last an account of the doings of the Town, on this affair, at the meeting on Tuesday. The last of the two propositions of Messrs. Pickman and Derby was almost unanimously accepted, namely, That they would convey to the Town, without any consideration of money, a portion of the ground in the centre of Derby Place, on condition that the Town will erect thereon within two years, a Market House and Town Hall, the ground so given, to be sufficient for passages each side. The expense of the building (to be of brick, 100 feet by 40) was estimated at 9,000 dols. A committee was chosen to carry into effect the vote of the Town, and for that purpose were authorized to borrow a sum of money not exceeding 12,000 dollars. The following are the committee: Messrs. Joseph Peabody, Joseph Ropes, Willard Peele, John Crowninshield, Joseph Waters, John Punchard and Wm. P. Richardson."—*Salem Gazette*, June 11, 1816.

OLD NORFOLK COUNTY RECORDS.

(*Continued from Vol. LXI, page* 184.)

Indenture. Whereas, Onesiphorus Mash, sen. of Haverhill, having, by a writing of even date, bequeathed his daughter, Abigail Mash, to his nephew, Jno. Page, jun. of Haverhill, and to Sarah, his wife, to be as their own child, therefore, said Jno. and Sarah hereby oblige themselves to treat said Abigail in every way as a parent should, according to the laws of nature and of Christianity. Said Abigail to live with them until her marriage, when she shall be given a suitable portion. Accordingly Jno. Page owns said Abigail for his own daughter, always providing that she shall not be given in marriage, without the consent of her father, the said Mash, if he be living or residing nearby at that time, or disposed of in service without her own or her father's consent; also providing that upon the death of said Jno. and Sarah, the said Abigail shall, if unmarried, return to her father or his assignees. Aug. 8, 1678. Wit: Andrew Grele, Roger Burges. Ack. by John Page, jun. and Sarah [her ✓ mark] Page, Aug. 8, 1678, before Nath. Saltonstall, commissioner.

Edward Clarke of Haverhill, conveys to Onesiphorus Mash, sen., of Haverhill, about two acres meadow in a place called Polecie meadow, bounded as by Haverhill towne records, with land of Hugh Sherrat and Edward Clarke, Jno. Carlton, Jno. Chenerie and said Clark. Sept. 12, 1678. Wit: Robert fford, Onesiphorus Mash. Ack. by Edward Clarke Aug. 5, 1679, Dorcas, his wife, surrendering her dower rights, Oct. 13, 1679, before Nath. Saltonstall, assistant.

Phillip Grele of Salisbury, planter, for £22 conveys to Joseph ffrench, the elder, of same town, tayler, all my parcell of upland which I lately purchased of Timothie Lindall of Salem, marchant, which lot was formerly Mr. Dous rie lot, granted to said Dou by original grant of

ye town of Salisbury. Bounded by ye present logg fence next ye bridge, by Major Pikes meadow and Mr. Goldwyers land to said ffrenches ditch. March 27, 1680. Wit: Tho. Bradbury, Steven Bennet. Ack. by Phillip Grele, Sarah, his wife consenting thereto, April 7, 1680, before Nath. Saltonstall, assistant.

William Allin, sen., of Salisbury, house carpenter, for about fower acres upland and swamp, conveys to Capt. Tho. Bradbury of same town all my yland of upland in Salisbury, which I formerly bought of Richard Hubbard, being near ye towne creeke known by name of Waire Iland. Dec. 29, 1679. Wit: John [his E mark] Stevens, Timothy Swan. Ack. by William [his S mark] Allin, sen., April 8, 1680, before Nath^{el} Saltonstall, assistant.

William Allin, sen., of Salisbury, house carpenter, for natural love and affection which I bare unto my well beloved children, George Hews of Salisbury, mariner and to my daughter Mary, his now wife, conveys to said George and Mary Hews, about eleven acres upland which I lately purchased of John Stevens, sen., of Salisbury, at a place called gunners neck in said Salisbury. Bounded by Merrimack mayne riverside to ye head of ye Creeke. Together with a convenient highway through the remaining part of said Stevens land into ye present highway, which runs from Merimack river into ye comon. 29:10: 1679. Wit: Tho. Wasse, Richard Hubbard, William Allin. Signed by William [his ꝏ mark] Allin.

William Buswell of Salisbury upon Merrimack, in consideration of a deed of sale under my father Buswells hand, conveys to said father about eight acres land in Salisbury joyning to land of Sam^{el} ffelloes, sen., which lot formerly belonged to Jno. Severans, sen., and part of it to my said ffather, as it is bounded in a deed of sale dated April 7, 1670, under Sam^{ll} Buswells hand. April 8, 1680. Mem. ye proprietors of this land being obliged to perform ye dutie enjoyned by town grant towards mending of ye road to Carrs fferry. Witness: Sam^{ll} [his mark] ffelloes, sen. Ack. by Willi. Buswell, April 8, 1680, before Nath^{ll} Saltonstall, assistant.

Isaac Buswell sen., of Salisbury, for a deed of land of equal date and ten pounds secured by bill under ye hand of my sone William Buswell, conveys to said William about twelve acres land in Salisbury, called ye ferrie lott, as it is now fenced in together with said Williams land, as also a small peece on ye north side of ye contry road leading to ye ferrie. April 8, 1680. Wit: Sam[ll] [his $\mathcal{S}$ mark] ffelloes, sen. Ack. by Isaac [his $\mathcal{I}$ mark] Buswell, sen., April 8, 1680, before Nath. Saltonstall, assistant.

Isaac Buswell, sen., of Salisbury, for £18, conveys to his son William of same place, a parcell of meadow in Salisbury, at a place called ye points, and known by ye name of Baylyes meadow, containing about five acres for one moyety thereof, the other half belonging to my said son by his own purchase, bounded on the whole by a creek called ye little river and by ye comon. April 8, 1680. Wit: Isaac Buswell. Ack. by Isaac [his $\mathcal{I}$ mark] Buswell, sen., April 8, 1680, before Nath. Saltonstall, assistant.

Whereas, Susannah Buswell, relict of Isaac Buswell, jun., of Salisbury, and administratrix to his estate, had made an agreement in writing with her father Isaac Buswell, respecting the estate upon her husband's account that she might expect in behalf of herself and children, wherein, upon composition made by her father Buswell performing to me and mine, dated July 15, 1679, in which she was to resign all claim to any part of the estate, but what is in said writing called a deed of gift and that clause being omitted and not entered, therefore, the said Susannah covenants with said Isaac Buswell, her father in law, (who has manifested much love to her) that neither she nor her heirs shall lay claim to any part of said estate of her deceased husband (otherwise than is expressed in said writing of July 15, 1679). She also renounces all right in the house her husband built upon her said fathers land in Salisbury, and in which he died, which I owne was to have been resigned upon our agreement before this time. Providing that the house hold

stuff removed by said Susannah to Hampton, since her husbands decease, part whereof my sd father claims, may remain in my own hand. Nov. 15, 1679. Wit: Sam[ll] Dalton, John Gillman. Acknowledged by Susannah [her ℛ mark] Buswell, Nov. 15, 1679, before Nath. Saltonstall, commissioner.

Jno. Emery, jun., of Nubery, planter, for £13 conveys to Phillip Brown of Salisbury, tayler, all my half part of a six acre lot of marsh in Salisbury, formerly belonging to Mr Sam[ll] Hall, and by him sold to William Pillsbery and by Hugh Marsh sold to me, bounded by lotts of Abraham Morrill and Willi. Sargent originally, butting upon a creek and a great neck of upland. Dec. 13, 1679. Wit: Tho. Bradbury, Dan[ll] Tilton. Ack. by John Emery, April 25, 1680, Mary, his wife consenting thereto, before John Woodbridge, commissioner. Whereas in this deed it is specified that the right demised to Phillip Brown had its first right from Acquilla Chase, it appears that William Pillsbury was the first purchaser and bought it of Mr. Sam[ll] Hall as recorded, therefore, to prevent future difference Willi. Pillsbury acknowledges that the right derived from him to Aquilla Chase is just and the right of said Aquilla is true. Willi. Pillsbury appeared before John Woodbridge, commissioner and disclaimed any right in the demised land, May 31, 1680.

Richard Hubbard of Salisbury, blacksmith, and Jno. Allin of same town, planter, for two acres upland, convey to Daniell Peirce of Nubury, yeoman, all their proportion of marsh or meadow in Salisbury formerly to Mr. francis Doue, joyning the beach. Bounded by Dou[s] Creeke so called towards ye upland of ye greate neck, to a division stake between us and Peter Eyers. Reserving liberty for Peter Eyers to transport his hay over said Pierces marsh provided he make good any damage thereby, and under like conditions shall said Pierce have liberty to transport his hay over Peter Eyers marsh. July 8, 1679. Wit: Timothie Woodbridg, Mary Woodbridg. Ack. by Richard Hubbard and John Allin, July 8, 1679, before Jo. Woodbridg, commissioner. M[s] Martha Hubbard, wife of said Richard Hubbard, gave her consent to

her husband's act, Nov. 14, 1679, before Nath[ll] Saltonstall, commissioner.

William Carr of Salisbury, shipwright, for £23, conveyed to Mary Hewes of Salisbury about three acres of land in Haverhill, lately purchased of John Griffin, between ye house and land of Edward Clarke and ye land of Sam[ll] Shepherd. April 24, 1679. Wit: Robert Lord, sen., Robert Lord, marshal. Ack. by William Carr, April 24, 1679, before Daniell Denison. Elizabeth, wife of said Carr, surrendered her dower rights, 15:9:1679, before Sam[ll] Dalton, commissioner.

William Carr of Salisbury, shipwright, for £71 and 11d conveys to Phillip Grele and John Allin, both of same town, a certain Hull of a vessel that was builded by said Carr, at Salisbury, at a place, commonly called pipe stave point, and was there upon the stocks in the middle of May, 1679. The same being a Ketch of about thirty five tunns burthen, having a pink stern and being called the Phillip and Mary. The abovesaid Phillip Greele, two thirds, and John Allin, one third of ye Ketch, as she is now launched and mored in ye river at Salisbury. July 20, 1680. Wit: Joseph Grele, John Groth. Signed by William Carr.

Whereas Jno. Hutchins and Joseph Hutchins of Haverhill gave bond in double sum in houses owned by them in Haverhill, unto William Hudson of Boston, vintner, for the payment of £93, 14, 7d, in currant pay with ye marchants, to be paid in different amounts on the first day of May, 1665, 1666 and 1667 in Boston at ye Castle Tavern, said bond being dated April 26, 1664 and signed by either with E H as their mark and witnessed by Robert Pike, Edward Hutcheson and Joseph Pike and ack. by John Hutchins at Salisbury court, 11, 2, 1665 and entered 20, 2, 1665. Therefore, all payments being well and truly made, and the bond, which should have been delivered up being lost, the said William Hudson acquitts said John and Joseph Hutchins of all obligations in regard to said bond. Dec. 24, 1673. Wit: Wm. Lytherland, Wm. Nathanel, —— Waymouth. Boston, May 20,

1680. Ack. by Capt. Wm. Hudson before Jno. Hull, assistant, Bartho. Gidney, assistant.

Richard Dole of Nuberie, merchant, as agent and attorney for John Sanders of Weeks in ye parish of Dounton in county Wilts in old England, yeoman, for £78 in currant money of sd. England, conveys to John Stockman of Salisbury, gent. the premises hereafter mentioned in Salisbury, viz., a house lot of about three acres according to town grant, formerly belonging to Jno. Ralfe, father in law of sd Sanders, late of Salisbury, deceased, bounded originally with house lots of Mr. Tho. Dumer and Mr. Henry Mouday, butting upon the green and a highway on hog house neck. Also a house lot which said Sanders bought of Tho. Dumer of about three acres between lots of sd. Jno. Ralfe and Willi: Partridg. Also eight acres more being part of said Sanders house and planting lot between lands of sd Mouday and Mr. Henry Byly, butting upon land of Richard Wells, late deceased and land now called Major Pikes pasture. Also that division of five hundred acres belonging to Jno. Ralfe containing about seventeen acres lying between Jno. Eaton and part of Richard Goodales, near Exiter ridg. Also ye free hold in Salisbury belonging to said Ralfe and ye six acre cow comon lot of salt marsh, belonging to ye township being ye forty second in number, lying between Jno. Hodges and Tho. Rowell. Also a six acre meadow lot belonging to sd Ralfe in a place comonly called great meadowes between meadow lotts of Richard North and Joseph Parker, butting upon great neck and upon little river, July 19, 1678. Wit: Tho. Woodbridg, Caleb Moody. Whereas, Jno. Sanders of Weeks, parish of Dounton, and Hester his wife, have sold several parcells of land as afore said to said Jno. Stockman, Richard Dole, attorney to sd Sanders, ack. said sale, July 19, 1678, before Jo. Woodbridg, commissioner.

John Dickison of Salisbury, mariner, being indebted to John Allin of same town, mariner, for £18, 6s, 8d, to be payd at sd Allins now dwelling house at or upon Oct. ninth next ensuing, binds over to said Allin for security his dwelling house, oarchyrd, pasture and erible land

adjoining. Aug. 9, 1680. Wit: George Hewes, Ephraim Winsley, Phillip Grele. This bill satisfied by John Dickison, as owned by Jno. Allin, before Tho: Bradbury, recorder.

John Dickison of Salisbury, mariner, being indebted to John Allin of same town, mariner for £36, 13s, 4d, to be paid at sd Allins now dwelling house in Salisbury at or upon the last day of April next ensuing, binds over to sd. Allin all ye marsh and meadow in Salisbury, purchased or given him by his father John Dickison. Aug. 9, 1680. Wit: George Hewes, Ephraim Winsly, Phillip Grele. Signed by John Dickison. Entered on back of original bill, as follows: Rec. upon account 6 pounds, Aug. 9, 1680. Rec: thirty pounds, thirteen shillings, fower pence, May 11, 1681. Signed by John Allin, before Tho: Bradbury, recorder.

John Stockman of Salisbury, gent. for £17, conveys to Jno. Clough, sen., of same place, carpenter, all my six acre cow comon lot of salt marsh in Salisbury, originally belonging to ye freehold of Jno. Rolf of Salisbury, deceased. Said lot being forty two in number, lying between lotts belonging to Jno. Hodges and Tho: Rowell. July 26, 1680. Wit: Tho: Bradbury, Timothy Swan. Ack. by John Stockman, Aug. 4, 1680, before Nath: Saltonstall, assistant.

Execution on land, meadow and commonages of Jno. Wells, in Haverhill, which said Wells sold to Daniel Thirston of Nubery to satisfy judgment granted said Thirston at Salisbury court, April 8, 1679, and also 1 li, 10s, 4d, and costs. Signed by Tho. Bradbury, rec. Dated, May 6, 1680, and served by Robert Lord, marshall. Return was made by Robert Lord, marshall, who received this execution on July 5, 1680, attaching land, etc., as designated above, and giving Daniel Thirston possession by turff and twigg.

Joseph Easman, lately of Salisbury, planter, for £45, conveys to his brother, Nath[ll] Easman, of same town, cooper, all my division of land in Salisbury, which with my brother Benjamin Easman was bought of our father

Rodger Easman, of Salisbury, sd land belonging to me the sd Joseph Easman, bounded betweene me and said Benjamin Easman, beginning at ye landing place by ye creek. Oct. 27, 1680. Wit: Tho: Bradbury, Timothy Swan. Ack. by Joseph Easman, Nov. 3, 1680, before Daniel Denison.

Leiftenant Phillip Challis of Amsbery, formerly called Salisbury, Newtowne, with consent of Mary, his wife, on account of a great desire and affection towards a godly ministry to be settled in Amsbery and for a faithful discharge of the trust reposed in me by said towne as well as to prevent in future the alienation of the land from the purpose intended, assigns unto ye publique use of ye ministry in Amsbery, for the upholding of the same by perpetual succession forever, a parcel of land granted to me, March 2, 1662-3, by the inhabitants of said town, being in ye comon from end of land formerly of Robert Ring, between ye twenty acre lotts and ye farms to ffox Iland Swamp, the lott layers to leave sufficient highway, (about which land an action was commenced against me at ye last Salisbury court by some of sd. Newtowne to compell me to give 100 li. bond, to return land which they said was granted me by the town, but which was proved upon trial to be mine without reservation.) The ffoeffes in trust hereby being invested with full power to secure said land for the publique use of the ministry, but not to dispose for other use. It is further agreed that the frog pond formerly granted by town of Amesbery to said Challis, shall be excepted, also a convenient way to it. Possession given to the ffoeffes in behalf of the ministry by turff and twigg. Mch. 25, 1673. Wit: William Hacket, Jacob Morrill. Ack. by Leiftenant Phillip Challis and Mary [her (mark] Challis, his wife, Mch. 12, 1673, before Robert Pike, commissioner.

(*To be continued.*)

CAPTAIN J. CLIFFORD ENTWISLE

SALEM VESSELS AND THEIR VOYAGES.

By George Granville Putnam.

(*Continued from Volume LXI, page 344.*)

Captain J. Clifford Entwisle, fourth City Clerk of Salem since the organization of the city government, died, after a long illness, at his home, 20 Linden Street, Salem, on December 24, 1924. He was born in Brooklyn, N. Y., June 17, 1852, the son of the late James and Ellen (Dawson) Entwisle. His father was an officer in one of the famous New York regiments that marched away in the early days of the Civil War, and the son always delighted in telling how, as a little boy, he felt very proud in seeing his parent with the rest of the troops going to the front. The son was educated in the public schools of New York, and for a time he attended the College of the City of New York.

When a lad in his sixteenth year, he became restless with life ashore, and so decided to try for a voyage to sea. He succeeded in obtaining a chance aboard the big ship *William Tapscott,* a vessel famous in the emigrant service. He continued to like the sea, and did not give it up, as so many young men have done after one voyage.

In 1872, he shipped before the mast on the tea clipper *Surprise,* belonging to the late Abiel A. Low, formerly of Salem. He continued in the China, Japan, Australia and East India trades for the next twenty years, sailing as third and second mate of the *Surprise,* until she was wrecked in Yeddo Bay, about 18 miles from Yokohama, in February, 1876. The ship was under the command of the late Capt. Frederick Johnson of Salem, and in charge of a pilot. In the fall of the same year Captain Entwisle joined the ship *Sacramento* of Boston, at San Francisco, commanded by the late Capt. William H. Nelson of Salem, as second mate, afterwards served as chief mate for five years. He assumed command of the *Sacramento* in 1882.

After a successful voyage to China and return, Captain Entwisle was transferred to the ship *Ringleader* of Boston, belonging to the same owners. This ship he commanded for seven years, making his last trip in 1891.

He was a member of the Common Council for three years, serving as president in 1894. The next year he was chosen an Alderman.

January 6, 1895, he was elected City Clerk, to fill the vacancy caused by the death of Henry M. Meek, and he continued to hold that office till his death. His predecessors in the office were Joseph Cloutman, 1836-1862; Stephen P. Webb, 1863-1871; Henry M. Meek, 1871-1895. Captain Entwisle was always very thorough in whatever he did, and he served the city with zeal and devotion, often under many trying circumstances. He was affable and endeavored to serve the citizens and the city in a manner that should be above criticism. While in the city government, and previous to his election as City Clerk, he was for three years on the reportorial staff of the *Salem News,* to which service he brought the same painstaking carefulness that characterized him in his official duties.

Captain Entwisle was prominently connected with many fraternal organizations. He was a member and clerk of the Salem Marine and East India Marine societies, a trustee of the Boston Marine Society and for three years its president; John Endicott Lodge, A. O. U. W.; Salem Lodge of Elks; Starr King Lodge, A. F. and A. M.; Washington Royal Arch Chapter; Sutton Lodge of Perfection; the Salem Co-operative Bank; the Essex County Press Club; and the Tabernacle Church of Salem.

He was married, Feb. 2, 1888, by Rev. DeWitt S. Clark of the Tabernacle Church, to Miss Emma Nelson, daughter of the late Capt. William H. Nelson, with whom he sailed a number of years in the *Sacramento* and *Ringleader.* She died May 22, 1914. He leaves a sister, Mrs. Ella M. Snedeker, Salem, and three brothers, Harry B. of Jersey City, N. J., Frank J. of Arlington, N. J., and Arthur W. of Brooklyn, N. Y., and a host of friends wherever he was known.

SHIP "GEORGE RAYNES."

Several years ago the writer learned the following story of an exciting voyage from the late Captain Nathan A. Bachelder of Salem. It relates his experiences and severe trials in a trip from Boston around Cape Horn to the West Coast of South America, with dealings with the famous filibuster Walker. In relating his story the captain said:

In 1856 the ship *George Raynes* lay at anchor off the end of Lewis wharf, Boston, all ready for a voyage round Cape Horn. The vessel had been chartered by the Accessory Transit Company of Nicaragua, organized in New York by wealthy capitalists in 1849, just after the gold fever broke out in California, with permission from the Nicaraguan government to transport passengers across the country, the company paying one dollar per head for each person. They owned a fine line of steamers, running between San Francisco and San Juan del Sud, and also built a good road from this port to Lake Nicaragua, a distance of from 15 to 18 miles, well equipped with omnibuses sent out from New York, using mules for motive power.

After reaching the lake, small steamers and boats conveyed the passengers across the lake, down the San Juan river to the port of San Juan de Nicaragua on the Atlantic, with steamers waiting at that port to take them to New York. This was shorter than the Panama route and by many considered more desirable, as there was less danger of sickness, also avoiding crossing the dangerous roads on the Isthmus.

The ship had been chartered by this company, of which Commodore Cornelius Vanderbilt, the famous steamboat and railroad magnate, was president, to carry a cargo of coal from Boston to San Juan del Sud, a small port in Nicaragua, in Lat. 11 degrees 22 minutes north and Long. 85 degrees 44 minutes west. This port was the terminus of the contemplated canal across Nicaragua on the Atlantic side.

The ship was built in Portsmouth, N. H., by George Raynes, a noted shipbuilder, having in his day launched many fine vessels, this being the last one he ever built. She was named for him. She was a fine model, large carrier, not an extreme clipper, but built after the model of the old New York packets to Liverpool, in fact she was built for that trade; three decks, the upper or passenger deck running the whole length of the ship, divided into three cabins—after, second and forward—with steerage passengers on the second deck. She made two voyages to Liverpool and then went into the California trade. Owned by the late John Bertram of Salem and several other gentlemen, among whom were Glidden & Williams, of the famous shipping house from Boston to California in those days, they also being the ship's agents. Crew consisted of 25 souls all told. After getting all ready to sail, the ship was detained, owing to a misunderstanding between owners and charterers as to who should pay some charges of captain, as those were the days of big advance wages to crews, and stealing sailors out of ships was quite a business, with no shipping commissioner then, as now, to depend on.

Each vessel employed a shipping master to obtain the crew, and some of the agents worked more for the sailor's interest than they did for the ship. It was a common saying among sea captains that it was difficult to tell when the ship would be ready to sail, so many annoyances arising just then, and not until the pilot left and lighthouse was astern, did they feel that the vessel was under their charge. It proved so in our case, as the following incident will tell. Besides having three officers, who came well recommended, I took the precaution to employ two policemen to go on board to assist in case of need, and when I went home in the afternoon I felt all would be well. Coming up next morning on the early train, expecting to sail, I called into the office at the end of Lewis Wharf. One of the owners said, "Captain, have you heard the news?" I asked "What?" He answered, "Your ship is in charge of the revenue cutter." I did not wait to hear

any more, but took a boat, and when I reached the ship, found such was the case. To make the story brief, this was the substance: Somehow rum got on board, and in a skirmish between officer and crew, a sailor threw a slung-shot, striking the mate in the eye, crippling him; this demoralized the two other officers. They went over the bow, down the chain cable onto a big cake of floating ice in contact with the chain, and the policeman was also willing, so "Jack" had charge. The cutter was laying close by, and seeing the fight, the lieutenant lowered his boat and came on board, put the four ringleaders in irons, and took charge. The sequel of this was, the ship had to engage another chief officer and six new men, as the four ringleaders were put in prison and two of the men detained as evidence, causing an extra expense to the ship of three hundred or four hundred dollars.

While we were detained, the weather was good, with fresh westerly winds. Now we were ready for the second time, it had changed; the wind was light westerly, but the sky was inky-looking, with a very low barometer. It was a Saturday afternoon, I remember. I asked the advice of some of the old sea-dogs on Commercial street, and they said, "Go." Our pilot also had the same opinion, but he said if we got under way we must go to sea; it wouldn't do to anchor in Nantucket Roads, on account of the large amount of floating ice. He had been tending on us for a week, and was impatient, wanting to get the vessel off his hands, so his opinion did not influence me much. Also asked one of the owners. His answer was, "Nothing to say." I then made up my mind to wait till Monday morning. That night a furious northeast storm set in, raging all day Sunday and evening. Had I gone out Saturday P. M. the northwest wind would not have taken me farther out than Minot's light, and after the northeast wind struck us we should have tried to work offshore, which we could not have done, and ship and all hands might have piled up on the beach, for it was a furious storm. Four A. M. Monday, I looked out of my window at the hotel, and found the stars shining bright, sky

clear, wind northwest. Started for the ship and got on board in a short time; soon the pilot and two steam tugs came alongside and made fast; hove up our anchor and started. Reaching the channel of Boston lighthouse, we discharged the pilot and tugs, and with the topsails set and foresail, we swiftly passed Minot's lighthouse on our way across Boston Bay for Cape Cod, breathing freely for the first time for a week, thankful that we really had the craft under our charge.

Passed Highland Light, Cape Cod, at 3.30 P. M., and signaled ship's name. Later on, took our departure from Nausett light and shaped our course down South channel; weather very cold, wind and sea increasing. Soon, darkness closed around us, but with good lookout, fore and aft, we sailed on all right. Through the night we had double-reefed the topsails (whole sails in those days, no double rig), and when daylight came we were running off our nine and ten knots before a heavy northwest gale. On the third day out, in the Gulf Stream, the weather grew warmer, and I feared, as is sometimes the case in crossing, the wind might die out and haul easterly; but, on the contrary, it freshened considerably, with very heavy northwest squalls and the sea frequently combing over the rails on deck with fury, and thus it continued, gradually slackening up till the eighth day out, when we were 1600 miles from Boston Light, on our course to the E. S. E., nearly reaching the latitude of the northeast trades, which we took after a few days' baffling wind in the "horse latitudes."

Having always been a firm believer in Lieut. M. F. Maury's U. S. N. sailing directions, I had a few days previously pricked off on the chart our course to the equator, by his route for the month of February. No doubt Lieutenant Maury shortened the distance from the Atlantic ports to the equator ten days. In my earlier voyages we used to go well to the eastward, sometimes sighting the Cape Verde Islands, so as to clear Cape St. Roque, the northeast cape of Brazil, and the Rocas, a very low and dangerous shoal about 130 miles northeast

of the cape. It was so low you discovered the breakers before the low sand islands right in the track of vessels. This shoal has a lighthouse on it now, so with a good look-out on shipboard all danger is removed. These two places, in older times, used to be the great bugbear to the ship-master, and filled him with anxiety till he had passed them. Lieutenant Maury dispelled this doubt, and mariners sail on with little or no fear.

One voyage I crossed the equator in longitude 35 degrees west, made the land to leeward of Cape St. Roque, beat round close inshore and cleared it in 48 hours. Another voyage I crossed in 35 degrees 35 minutes west, and cleared it in one week. Twice I have passed to leeward of the Rocas shoal, and several times to the leeward of Fernando de Norouka Island, and I always came by all right; so that I have little or no fears of that corner. This voyage, after leaving the horse latitudes, we took the trade wind well to the eastward, braced up the yards and sailed on a wind to the S. S. E. with moderate trades and pleasant weather, nothing of note occurring. Crossing the equator in longitude 28 degrees 27 minutes west, 23½ days from Boston, distance sailed 3,620 miles,—which for a full ship, deeply laden and drawing 21 feet 26 inches, was very satisfactory. Once I had crossed before in 23 days, and another voyage in 24, but both of these passages the ship was not so deep. I think an extreme clipper with our chance would have made it in 17 days. If I remember right, the shortest passage ever made was by the *Great Republic,* in 15 days 19 hours. But we must hurry up and reach the "experiences," fearing your readers will get tired of this sea voyage.

On the fourth day from the equator passed Pernambuco, and keeping her clean rap full, we sailed swiftly down the coast of Brazil, reaching the latitude of Rio de Janeiro in good time. Here the wind hauled free; set the studding sails and headed down for the Rio de la Plata with little or no change, save occasionally speaking a vessel, or the wind shifting round, sometimes suddenly to the southwest, giving us a little excitement for a few

hours, and detaining us for a day or so, when it would die out or haul northerly, starting us on our course again; heading, after we passed the river, for Patagonia, the weather growing cooler and about our only companions were the squeaking penguins, bobbing their heads out of the water like a big cork on a fishing line, and the albatross, that noble, graceful bird, soaring aloft through the heavens as quickly and easily in the heavy gale as in the calm, some of them measuring 10 feet from tip to tip. The cape pigeons, a very pretty, graceful bird about the size and build of our home pigeons, were also our companions through storm or calm, and although away in these dreary regions we had a plenty of company.

By keeping well in with the land, westerly winds prevailing, we made good progress to the south-southwest; occasionally had a header from that quarter, sometimes suddenly, when the big whole topsails had as much as they could stand; this held us sometimes for a day or two, checking our headway. We made, however, good time down the coast of Tierra Del Fuego, approaching the Strait of Le Marie and Staten Island, when the weather came on thick, wind hauling to the southwest, so we were obliged to keep away for Cape St. John, the easternmost land on the island. I felt disappointed in not being able to go through this strait, which was over 15 miles wide and clear of all danger, and would have been a saving of 40 miles on our voyage.

A voyage or two later I came down and entered the strait in the afternoon, with a leading wind, and by midnight we were half way through, when we came suddenly into a very heavy head sea, and I was fearful the wind would haul southwest and we should have to run back under the lee of the island, but fortunately it held to the westward, and when daylight came we were through all right, heading over for Cape Horn. I have no doubt the heavy head sea was caused by the meeting of the currents, which run very strong sometimes in this strait. Staten Island is the southeastern extremity of the continent, is about forty miles long, and on a clear day is seen seventy

SHIP "RINGLEADER"
Captain J. Clifford Entwisle.
From the original in possession of the Salem Marine Society.

miles off, with its lofty, ragged summits, covered with snow, rising to the height of three thousand feet.

After rounding Cape St. John, we met the long westerly swell of the South Pacific ocean, wind from the west-southwest, thick and squally weather, so that we made slow progress for twenty-four hours. The next day it hauled northerly, and with all sail set we headed over for Cape Horn, passing about ten miles south of it, feeling encouraged by this start that we might be favored, but in this we were disappointed, for in a few hours it hauled ahead again, and for ten or fifteen days we had all we wanted of Cape Horn weather. Some days we were under close-reefed topsails and storm stay-sails, hammering into the heavy head sea, hardly holding our own. The wind whistled through the rigging, not to the tune of the aeolian harp, but as though a thousand serpents were holding revelry. The ship tugged and strained with her heavy load, as the seas dashed furiously against her sides and on deck; but with a good ship, well found in sails and rigging, all was well.

I could but contrast this passage with one I made in 1848, my first voyage as master, off here, in a little vessel only 106 tons burden, so small that if you wanted a bucket of salt water, all you had to do was to step on the lee side, reach over the rail, and bail up. In this craft we were forty-two days to the southward of 50 degrees south latitude, owing to our fit-out from home. We started on a trading voyage to the Society and Sandwich Islands and California. The ship's husband, who superintended the loading and fitting away, was an old sea captain, very economical and also part owner. Being a young man, I did not like to ask many questions, feeling that his experience would provide the necessaries. After we sailed, the chief officer informed me that we had only one suit of sail, which had made two voyages to the coast of Africa. One day, when about a fortnight out, pitching into a head sea, our topmast and top-gallant mast settled, owing to the hounds or shoulders of the mast giving out. These we secured in place by lashings of chain through the fid-hole,

over the mast-heads. In looking over the bow, a day or so later, I found the copper on the vessel's bottom started and ragged.

This was a bad beginning for a Cape Horn trip. The consequence was, when we reached the Cape, and it came on to blow, our sails gave out, and after the gale we had to lower them on deck and repair them. Ships would come up and pass us with their new sails, soon leaving us out of sight astern, working away on our old rags, with mittens on. It was a wonder we ever weathered the Cape. The experience of that cruise taught me a lesson,—to know, before I sailed, the condition of our outfit.

I should have gone into Rio de Janiero, purchased a new suit of sails and coppered the vessel, but to save expense and port charges, I called at the island of St. Catherine, a small port to the south of Rio. I took on board a boatload of wood, another of oranges, several casks of water, with a little fresh meat and vegetables, and, after two days' detention, started out again, our disbursements amounting to $85, which I balanced by taking a Spaniard by the name of Pogie, as a passenger. A most amiable gentlemen, he never asked where we were bound, expressed no curiosity; only through the interpreter, as he could not talk English, said he would like to go, paid his passage money, and went on board. I feared he might complain of the fare on the passage, as, forty-five years ago, sailors knew nothing about the luxuries of modern ships, and the delicacies that owners put on board now. No vegetables, fruits, fresh meats or soups, in tins and bottles; no stove in the cabin to warm us (sailors have one in the forecastle, now). It wasn't considered safe, in those days, to have a fire, except to cook the food. I think I made four voyages round Cape Horn before I could be prevailed upon to have a stove. Good solid salt beef, well pickled with a mixture of saltpetre and salt, salt pork, and bread baked strong enough to keep two years, with baked beans and a fried rasher of salt pork, with duff as our dessert,—a pudding made by mixing flour and water together, with occasionally a few raisins or dried apples

dropped in to give it a flavor, boiled for three or four hours in a canvas bag,—these were our luxuries twice a week. No lard allowed, the owner informing me that salt pork was better. Our list of stores for this cruise was as follows: six barrels of salt beef, three barrels of salt pork, three barrels of flour, a box of codfish and one of Union coffee, a small box of tea, two bushels of beans, six hams, and perhaps fifty dollars' worth of small groceries. Sometimes our passenger did not care to turn out to his meals, but twice a week, the days of luxuries, I always summoned him, and, together with the mate, we partook of the banquet. Of course our conversation was limited, and never did I hear one word of complaint; blow high or low, it was all the same to Mr. Pogie.

This little craft was the best sea boat I was ever in; would lie-to like a Cape pigeon. I had the worst weather I ever experienced in twenty-four times passing Cape Horn. In a heavy west-southwest gale, lasting three days, at midnight of the second day in wearing ship our main boom broke short off in the middle, owing to the carelessness of not making boom tackle fast; we put tarpaulin on main rigging and fished it with one of the anchor stock, as we had nothing else on board. In this gale we drifted to leeward nearly one hundred miles; still we kept at it, and at last got round.

After reaching the latitude of Valparaiso the mate thought it would be a good thing to go in and recruit, but we sailed on, soon reaching the southeast trades, and sailed away for the Society Islands, reaching the beautiful island of Otaheite, covered with verdure like green velvet from summit to base, and seen fifty miles off. A glad sight to us. Run in between two reefs and let go our anchor in a landlocked harbor, 181 days passage, with only fifteen gallons of water left. But not one of the eight souls on board showed any signs of scurvey (no lime juice law then), which might have been owing to our good blood or the regular exercise of the ship; perhaps the diet had most to do with it,—can't say which. Our passenger left, giving the vessel a good name; report said

bringing on shore a big bag of doubloons, a Spanish coin worth sixteen dollars each. This may account for his sticking so close to his berth most of the time, like a setting hen. I hope your readers will pardon me for this digression, and will now go on.

After this bad spell of weather, we had occasional starts ahead with favorable breezes for a short time, reaching the longitude of 78 degrees west; when the wind hauled to the W.S.W. wore ship head to the north, with Cape Horn 400 miles astern. We eased the braces a little, keeping her clean full with a strong gale abeam; let her go for all she was worth, every mile shortening our time in this uncomfortable region. Quickly we passed the western entrance to the Straits of Magellan and up the coast of Patagonia and Chili, weather softening daily with a head wind occasionally for a change, when it would shift again to the westward, starting us afresh on our way.

We passed the island of Juan Fernandez, which was right in our track. This island is four miles wide and about 12 miles long, some parts of it towering up in the sky 3,000 feet, and as we sailed along by it bringing back the days of youth, when we revelled in the story of Robinson Crusoe with his goats and man Friday.

Took the southeast trade winds in about latitude 30 degrees south, and with all sail set, including studding sails alow and aloft, steering on a north course, passing Chili, Bolivia and Peru from 300 to 500 miles to the east of us. We sailed along over the smoothest sea I ever traversed, even the seabirds breathing it in and flying lazily, the clouds light and airy, the air pure and acting like a tonic. All the way between Coquimbo and Payata, a distance of 1,500 miles, quiet reigns supreme over this ocean, and there is seldom if ever any rain.

Lieutenant Maury attributes this to the Andes (the backbone of the continent) drawing the last drop of water from the clouds as they pass over this mountainous range, over 12,000 feet high. In over 35 passages made in and out of these ports, I have never experienced a bona fide squall. Of course, on a wind, sailing through the trades,

you will have strong flaws, as much as top-gallant sails would stand, but if ever there was a spot on earth akin to heaven, it is the ocean between these parallels.

On shore, among the people, you notice the same quiet; no hurry or push, and plenty of time to chat,—only occasionally, when the tidal wave rolls in from the sea, or the earthquake opens the earth with ghastly seams, causing it to tremble, then fear and dismay comes over them. Even the very animals realize that something dreadful is taking place.

I made a voyage to Arica, Peru, a short time after the great tidal wave swept all the way across the Pacific ocean, rolling in with fearful force on the whole western side of Peru and Bolivia. If I remember right, there were eight vessels at this time in the port, at anchor in eight fathoms of water. One of them, an American man-of-war with a crew of 200 men, one of the double-enders, built to cruise up the rivers in the South in the days of the Rebellion; also the *Fredonia,* an American naval store ship, an old vessel sent up from Valparaiso, where it was not considered safe for her to remain in the winter season, as northerly gales created a heavy sea in that harbor. The air was sluggish and heavy, with little or no wind, and no warning of what was coming, when suddenly the heavy sea rolled in like an embankment, sweeping everything before it up over the beach in-shore for a mile or more. Several of the vessels foundered at their anchors; others were dashed to pieces on the reef. Report said that when the sea receded it was dry ground where the vessels lay in eight fathoms of water, till the second roller came in. The captain of the American store-ship was on shore, but his wife, who was on board, was lost with all hands. The whole bottom of the ship was fairly torn out of her when she struck on the reef. The man-of-war was more fortunate. By good management they kept her head to the sea, and when the last roller came in, it carried her in-shore three-quarters of a mile from the beach and left her perfectly upright in a field, and she stood in the same position when I visited the port. At

the same time of the tidal wave, the earthquake shook the city, and the walls of the buildings crumbled to the ground in ruins; the people losing all energy and pluck to build again after this fearful visitation. But enough of this.

We are now 107 days out, in latitude three degrees south of the equator, 150 miles west of the Gulf of Guayaquil, and I begin to plan what I will do upon arrival. Of course, I expect to find a pleasant, agreeable agent to assist me in discharging; with whom, sitting on his verandah, I shall have many pleasant chats; also watching the mail steamers from San Francisco landing their passengers, and those coming to town over the road, via Lake Granada, from New York, and meeting perhaps some old friends. In all these anticipations I was disappointed, as later on will tell. I was troubled a little, in looking over my charter party. It read as follows: "The ship to receive $22 per ton freight, $5,000 in gold coin payable upon arrival, balance of freight payable by a certificate from the agent upon the right delivery of cargo, at the company's office in New York 10 days after the receipt of same." From the $22 the owner of the ship must pay $8 per ton to a firm in New York that shipped the coal, this leaving $14 to the ship. I could not understand how a company of such standing, supposed to be A-1, as the Accessory Transit Company of Nicaragua, with such an able financier as the late Commodore W. H. Vanderbilt as its president, should allow an outside party to receive $8, when the same coal could have been put on board the ship in New York for less than $4. This puzzled me somewhat, but it was not my business to question the owners' or charterers' intentions; all I had to do was to carry out the terms of the charter party. So I tried to feel all was well.

Crossed the equator in longitude 84 degrees west. A few days after, one afternoon, ship going about 10 knots, weather squally and rainy, we being about 400 miles to the west of the Bay of Panama, that fearful cry which strikes terror to the sailor's heart, was sounded fore and aft the deck, "Man overboard!" Quickly the life-buoy

went over the stern, a man sent to the royal yard on the lookout; courses hauled up and yards braced, and ship hauled on a wind, topsail aback, boat lowered, and four strong arms with the mate pulled swiftly in the direction pointed out by the man on the lookout, where the poor fellow was last seen. After pulling about ten minutes, they suddenly stopped. With breathless anxiety we watched them. Life or death seemed to hang on their movements. Again they started broad off from the direction they had been pulling, with seemingly a stronger stroke of the oar. A faint cry had reached their ears over the water, and in a short time, with the aid of the spyglass, we saw him, to our great joy, pulled into the boat. The poor fellow was well tired out. It was 45 minutes by the watch from the time the alarm was sounded till he reached the ship. So he must have been 30 minutes in the water, and how fortunate that he could swim and that the sharks didn't swallow him, for this ocean is full of them. Gave him a warm drink and let him turn in, and the next morning he was on deck, happy as a lark. It seems he went over the bow in the head to have a bath, when his foot slipped and he fell into the sea. Lucky thing all his clothing was off.

We are now approaching our port of destination, the high land to the south of it is in sight, and with a light fair wind we expect soon to see the entrance to the harbor, which is only one-third of a mile across. With no landmarks or houses to distinguish it, it was not easy to make out, but having visited this port three years previous, with 140 passengers on our vessel from San Francisco, I was acquainted with the lay of the land. When about six miles off, we noticed, with the spyglass, a canoe with two men—one of them had on a cloth cap with a gold band round it—paddling towards us. It had been a long time since we had had a chat with any human being outside of our ship's circle, and we longed for a change, and in this we were not disappointed. When they reached us, we put over the gangway ladder and welcomed them on deck.

Their garb seemed a little odd. One had on a blue cap

with a dirty gold band round it; the other a slouched hat, with a hang-devil look about his face. On being asked their business, the gold-banded cap individual introduced his companion as the pilot. "Pilot," I said, "I don't want any. I have been here before; there is nothing in our way, and we have only to sail in." "Well," he answered, "want one or not, you will have to pay pilotage." "How much is it a foot?" I asked. He answered, "Five dollars a foot." "What!" I said, "guess you want to eat us up. Ship drawing 21 feet six inches, at $5 a foot is $107.50; earning two hours' work pretty easy." I asked him to show me his branch or pilot's certificate. He said he had forgotten to bring it. This cut short our conversation on this subject.

He then informed me that Mr. Walker, a native of Mobile, Alabama, had been elected President of Nicaragua, residing at Granada, the capital; that General Hornsby, a native of Texas, held San Juan de Sud (our port) with about 75 soldiers, and that a civil war was raging, President Walker having seized all the property of the Accessory Transit Co., omnibuses, mules, boats, road, in fact, everything, checking all transportation of passengers and mails. The town was deserted. The merchants and United States consul had left. The hotel, formerly for the passengers, was used as a barracks. All business was at a standstill.

This was not the news I was expecting, and I made up my mind to proceed cautiously. During our conversation the wind hauled off shore, and being about time to tack, I told the pilot to take charge, with this understanding, that I would pay him for the services what the ship's agent said was right. I told him everything was ready to go round. He answered, in a suave kind of a way, "Captain, you tack her; I don't understand the square sail rig." I felt as though I could have picked him up and tumbled him over the rail into his canoe. This bogus fellow, for he turned out to be such, hardly knew the bow from the stern. As it was coming on night, I made

two short tacks and anchored three miles outside the town in 14 fathoms of water, 115 days from Boston.

As soon as the anchor was down, these two bucks jumped into the canoe and paddled quickly to the shore, as I afterwards learned, to report. Mate and myself talked it over that evening and concluded things looked a little foggy. The next morning, to my satisfaction, the wind was off shore, giving me an excuse for not getting under way, as I did not wish to bring the vessel any nearer till I had ascertained the true state of affairs on shore.

Lowered away the boat and pulled for the town. When I struck the beach, found the gold-band-capped gentleman waiting to receive me, with the addition of a sash around his waist and a sword at his side. He stated that General Hornsby would like to see me at headquarters. I started at once with the man as our guide, and was received by the general cordially, and had a very pleasant conversation for a short time, when I asked him if he would be so kind as to let someone show me to the agent's house.

He called the orderly, and after a short walk reached the place, and was introduced to a Mr. Smith, as the agent of the company. He seemed very reticent in giving information, so much so that I was not at all pleased with the meeting. He stated that he was all ready to receive the cargo and wished me to commence discharging at once. I told him that as soon as I came inside I would begin, and called his attention to the clause in our charter party, where it read, the "Ship to receive $5,000 gold coin upon arrival," and that I should be glad to give him a receipt for the same. He replied that it was not convenient then, but he trusted he would soon be able to do so. The conversation ended by my telling him that I should not deliver a pound of coal till the money was forthcoming.

Feeling uneasy, I started on a survey of the town, and in my walk met a Colonel Kewen and Lieut. Saunders, who were next in command to General Hornsby. I was introduced to their wives, both being very intelligent ladies from one of our Southern States, and had a pleasant chat; also met a young man who had been clerk in the United

States consul's office, and from him I learned the true condition of affairs.

Walker was indeed President, but he had been placed there by the bayonet of the filibuster-terror, and civil war was raging. All business was at a standstill. He informed me that two ships that preceded us the agent ordered one to Acapulco, the other to Panama. The Mr. Smith to whom I had just been introduced, was Walker's agent. The bona fide man had to leave after the two ships ran away, Walker telling him if he did not go in 24 hours, he would shoot him. He also said that there was no coal in the place and no means of getting any, unless from our ship, and that the vessel that discharged the last cargo of coal previous to the two that run away, lost her whole crew by deserting the ship and joining the filibusters, and that the captain had to pay $150 per man for a crew to work his ship by the run to Callao; that General Hornsby had instructions from Walker to seize our cargo; that three cannon had been mounted on the cliff at the entrance to the harbor, to open fire on us in case we attempted to sail away. Walker's reason for claiming the cargo was that the Accessory Transit Company was in debt to his government $300,000 head money, dues from passengers that had come across the country; also that a steamer was expected from San Francisco inside of a week with another load of recruits for the army. He had established a custom house for the ship, with tonnage dues, anchorage fee and pilotage. This was all robbery, as when I visited the port three years previous it was a free port. He informed me that they were very short of provisions, from the General down, had hardly the necessaries of life. Of course, in a country like this, one need not starve. They could live on rice, fruit and fish. It was hard drawing this information from the young man, he fearing his life might be in danger, if it reached Walker's ears; but I promised secrecy.

It was now growing late in the afternoon, and I had heard quite enough for one day, and with the thermometer at 80 degrees I concluded to go on board the ship, cool

off, and digest it. I started for the boat, and when I reached her the lieutenant was there, accompanied by a soldier. When he informed me that he had strict orders from the General not to allow me to go on beard, I made no answer, but attempted to step into the boat. The soldier pointed his musket at me and cried, "Stop!" As it was two to one and the musket, I concluded to surrender, and seated myself on the stump of a decayed tree near by, without saying a word, but doing some thinking.

In a moment or two I arose to my feet and said to my opponents, "Let us go to headquarters." Upon reaching the house, I demanded of the General by whose authority I was detained, and declared that it was a high-handed offence to detain me. I had mixed with Chinamen, Malays and South Sea Islanders, but never before had a musket been pointed at me. I told him that if he detained me, or interfered with my ship in any possible way, I would abandon her, go home, and call on his government for damages. He knew as well as myself, however, that what I said had not much to back it, and that Walker and his followers rested only on a shell, liable at any moment to be shattered. But something must be said to keep my end up. Had this Accessory Transit Company been English instead of American, a man-of-war would have been lying in the harbor and the ship would have had prompt assistance. But this was in the days of the Pierce or Buchanan adminstration, when our country was ruled by Southern Democrats, plotting then to overthrow it, so we were left alone to fight it out without help.

General Hornsby answered me by saying: "Captain, we won't mince matters, but come to it at once. Your cargo of coal we are bound to have, and if we allow you to go on board, we fear you will sail away as the other ships did. That is why you are detained." By this time I fully realized that I was surrounded by a reckless, unprincipled set, with nothing to lose; that I was in their power and they could fret and annoy me and increase the ship's

expenses. So I concluded, after the General had his say, to at once go on the other tack, using a little persuasion and diplomacy. I said, "General, you are making a mistake. I have not the slightest idea of running away, and nothing to gain by such a course, and no time to lose. The ship is chartered home with guano from Peru. If I am detained and do not reach the port of Callao by the first of November, the ship will lose $3 per ton on her charter, which will amount to $4,600. You will see at once that I have no time to go cruising to find a market. Should I go to Panama, the Pacific Mail Steamship Company, knowing my fix, would not offer me eight dollars per ton, and if I go to San Francisco, it would be a long passage to an expensive port, which would eat up half the cargo. You expect a steamer inside of a week. Perhaps I may receive advices from my owners, via San Francisco, or the captain of the steamer may purchase our cargo, and I give you my word I will not leave."

This seemed to strike him forcibly, for he at once said: "Captain, you talk reasonable and your face looks like an honest man. I will not detain you, but after you reach your ship, if I see any signs of a move on your part, I will send a crowd of men and take charge."

I bade him good afternoon and started, breathing a little more freely. When I reached the ship, I talked the matter over with the chief officer, and we both concluded that the fog had not lifted any, but seemed thicker than on the previous evening. From what I had learned through the day I feared the Accessory Transit Company's ability to carry out the terms of our charter party, and that Walker's crowd would not long be in power. Apparently they had control long enough to ruin the company. My proper course would have been to lay out my lay-days (45), as per charter party, enter my protest, and call on the company for damages; but if they had no bottom, every day's detention made it worse for my owners. I made up my mind, as soon as the opportunity offered, hit or miss, I would take my chance and sell the cargo to the highest bidder, and if this could not be done, as the last

push I would slip our chain and sail away in the night; and while waiting for something to turn up, I must steer clear of breakers and keep ship and myself out of trouble with the daredevils on shore.

The next morning early, I started for the town, with our boat loaded down with provisions. Our cabin flour was in 50-pound tins, air-tight,—flour, hams, cheese, butter, biscuit, with a few cabin luxuries for the ladies. Upon landing, I dispatched these stores to the officials, from the general down, and gave them an invitation to spend the next day on board and take dinner. All came in the ship's gig but the general, who had started that morning for Granada, to see Walker. They all seemed to enjoy themselves very much, and were well pleased with the change and dinner. Just before leaving, Col. Saunders came and quietly said to me, "Captain, you shall not lose a man from your crew." I thanked him and said it would be a great help and saving of expense if they all stayed by the ship. After tea I went on shore with them,, and remained a little while in the evening. When I started to leave, the captain of the guard gave me the countersign to pass the guard, as the town was surrounded by a picket guard at night, so that the Nicaraguans should not surprise them.

I trust it may not be out of place if I drop a word or two of advice to the younger readers of this sea story. After 38 years' experience as master, visiting almost all the noted seaports of the world, associating with all nationalities, I made it a point always, if possible, to be civil, courteous and accommodating with all I had to deal. This helped me over rough and jagged places, bringing to a successful termination many crooked questions. I do not hesitate to say that that boatload of provisions, which did not cost over thirty dollars, and the dinner where I gained the confidence of the officials by a few kind words, saved the owners of our ship some thousands of dollars.

The next week was an anxious one. I went on shore daily, so as to allay all suspicion of any intention to leave,

mixing with the authorities, if such they could be called, always having a ready excuse in case I was asked why I did not bring the ship in, which seemed to satisfy them. A few days later I had an attack of fever, caused by anxiety and exposure to the sun. The shore doctor attended me, and his report helped to keep all quiet. One morning, about ten days after our arrival, the steamer *Sierra Nevada,* Captain Blitham, arrived from San Francisco. This was the one we had been looking for, and I sent the chief officer on board to ask if the captain would call and see me. He came before he went on shore, bringing a gentleman whom he introduced as Commodore, president of the company in San Francisco. I said, "I am glad to meet you, Commodore; tell me what is best to do for all concerned." After waiting a moment, he answered slowly, "Captain, I cannot advise you in this matter; you must use your own judgment."

Thus thrown upon my resources, I offered him the cargo as per charter party at $22 per ton. This he declined, but was willing to pay that price for 300 tons, which I sold him. After talking this matter over for a half-hour, I agreed to sell him the cargo at $17.50 per ton, and cancel the sale of the 300 tons on these conditions: That I should have all the time till his steamer sailed again for San Francisco (about ten days) to consider this offer, hoping I might meantime hear from my owners. The steamer to tow the ship into the anchorage, to take the cargo as per 13 per cent. lading, no weighing, to give Captain Blitham power of attorney to act for him after he left, to pay me the five thousand dollars in gold coin down, the balance payable on return of steamer from San Francisco in drafts at ten days sight on Morgan & Sons, New York. I drew up a strong agreement, which we both signed. The captain sent the steamer to tow us to the anchorage, when we commenced discharging at once, much to the joy of the filibusters, as with our cargo they would have coal enough to keep the steamers running back and forth to San Francisco, bringing recruits. This was all they wanted, and they did not worry us any more on

that line. We soon put the 300 tons on board, as the steamer hauled alongside and we swung it over from our hatch and rail down his.

The time soon came for them to sail, and as they were heaving up the anchor, I went on board and told the captain the cargo was his, having heard nothing from the owners. Soon she was on her way, and we were left alone. The days rolled by quickly, working on cargo and ship. Every now and then something would turn up on shore to discuss; often the mate reported hearing the musket-balls as they whistled through the rigging, owing to the random firing on shore. The fact was, they were a reckless, unprincipled, desperate set; like their leader, Walker, there to get the most they could out of it. The discipline was bad, and almost every day some trouble arose among them. One afternoon, in a street fight, a soldier killed his comrade by running him through the bowels with his bayonet, and I don't think he was ever brought to justice.

I went on shore almost every day, as it was policy for me to keep on the right side of them, to save the ship trouble and expense. One day I had an invitation to go out and see a duel fought, between the captain of the artillery and the judge of the district court. The trouble originated in this manner. In some argument together they came to hot words, when the judge picked up an empty beer bottle, throwing it at the lieutenant, striking him in the head, for which he challenged him to fight a duel with pistols, which he accepted. Seconds were chosen, and we started out to a level piece of land, about a mile from the town. Upon reaching the spot, they commenced on business at once. Twelve paces were marked off, pistols loaded and cocked, combatants placed in position, and the signal to fire was one, two, three, and fire when the word three was pronounced.

I noticed on the way out, the judge was very nervous and excited, while the lieutenant was cool and collected. I said to myself, the judge, in his condition, might fire a random shot broad of his mark; so I glanced around for a place of shelter. Fortunately a large tree, on an

angle of about 45 degress from the battlefield, was near by, and behind this I barricaded myself, well protected, so I could see on either side. Stillness reigned around; twelve paces seemed like death to one or both; pistols were handed to them, and word given to be ready, in a clear voice. "One, two, three!" when, to our great surprise, the judge took deliberate aim and pulled the trigger, but the cartridge failed to explode. The lieutenant was on the watch, and could have shot his antagonist dead, but took in the situation at once and discharged his pistol in the air. This so overcame the judge, that he apologized, and both shook hands, and to our great joy all returned to town alive.

While lying here, a New Bedford whaling captain by the name of Norton, arrived in a pilot boat that he had purchased in San Francisco to cruise on this coast for seal oil. This was just the craft the filibusters wanted, and, on some slight pretext in relation to custom house business, they seized and confiscated her. This was about all the property the poor captain owned, and it made him sick, but he could get no redress. They turned the vessel into a so-called Nicaraguan man-of-war, changing her name to *Granada,* and placing her in charge of Commodore De Buessot and other high-named officials. Walker sent her north, in the Gulf of Fonseca, 150 miles away, on a cruise. While sailing about they overtook, one day, a big canoe crossing the gulf. Among the passengers was a Nicaraguan gentleman belonging to one of the first families in the state. After this capture, they squared away for San Juan, and at the time they arrived I was on shore and saw the poor fellow as he landed, and sick at the time. They mounted him on a mule the same evening, and the day after he reached Granada. Walker tried him by court martial and sentenced him to death. The same evening he was taken out on the square and shot by a file of soldiers. Many such scenes took place in the reign of this cold-blooded, heartless man; but his time came at last, for, not many months after he was driven out of the country and went across to Honduras to try to

play the same game there. But the authorities were on the alert, and if I remember right, he was seized as a spy and shot in the same manner that he had shot many others.

Our discharging went on smoothly, they taking away our coal as fast as we could deliver it. Every Saturday I gave one watch liberty on shore; at 6 P. M. I sent in our boat for them, when every man returned promptly and sober. I never had such a quiet time in port with my crew, and the boatload of provisions and dinner certainly paid good dividends in this case. After a month's time, we had discharged all our coal but 300 tons, which we agreed to keep on board for the steamer on her return. I then took in 400 tons of ballast, keeping the coal in the middle of the ship, with our ballast forward and abaft, the coal separated by a plank bulkhead, so that, after we had put the 300 tons on the steamer, we should be about ready for sea.

It was now 40 days since the steamer left, and she was daily looked for. To me this meant a good deal, for if she should not return, after landing all our cargo our voyage might wind up badly, as the only guarantee I had was the agreement with Mr. Garrison. One morning, a few days later, to my great delight, we sighted smoke inshore to the northwest. Soon the hull of a steamer was in sight; in an hour or so she anchored, and proved to be the *Sierra Nevada* from San Francisco. I went on board and found the purser all ready for me, with drafts signed for full payment of cargo. I also found a gentleman on board going across the country to take the steamer for New York, who kindly took my letters, and so I was relieved of an anxiety that had been hanging over me ever since the steamer sailed away. The next day she hauled alongside and we soon put the balance of coal out.

A short time before I sailed, the authorities gave me what they called a banquet, the like of which I never wish to attend again. Speeches were made, toasts drank, and, by 11 P. M., it began to be very lively, when I begged to be excused, as it was necessary for me to be on board,

feeling thankful that the time was daily growing shorter when I should not be compelled to mix with such a crowd. Coming on shore, next day, I was informed that many of them were under the table by midnight, and had the Nicaraguans come in that night they might have taken possession of the town and murdered all hands.

In settling up I had to pay $288 port charges. This was robbery, as it would have been a free port, had not these usurpers been there. Another heavy charge was for ballast, which cost, put alongside, $925.

However, we got away fairly reasonable; the whole disbursement account, including the above, was $2172. Soon as the coal was out, all we had to do was to take away our bulkheads and level off the ballast.

Saturday afternoon came, and I was all ready for sea. Sunday intervening, I concluded to wait until Monday. In the afternoon, I took a walk out on the main road and met a man coming in on horseback, holding up something in his hand. As I greeted him, he handed me two letters —one from my family, and the other from the owners, dated St. Nicholas hotel, New York, in which they informed me that if I had not already done so, to sell the cargo, as they had read the agreement I had with Mr. Garrison, and it was the best thing that could be done. These were the first letters I had received from home since leaving Boston, and they were a pleasant surprise, and paid for waiting over Sunday. Early on Monday morning we hove up the anchor, set all sail, saluted the lookers-on with the Stars and Stripes, and gladly sailed out of this God-forsaken port.

We have now a dead beat of nearly 1500 miles to the south, to reach our port, as the trade winds blow from the south most of the year, along the coasts of Colombia and Peru. So we braced the yards sharp up, close-hauled on the wind, course full, and, by taking every advantage of the slants of wind, sometimes we were close in shore, then off for a hundred miles or so. It was a very monotonous passage, hardly a sail being seen, fine weather all the time, only the Andes for the eye to rest upon, towering

up into the heavens, upward of 12,000 feet, and seen sometimes, on a clear day, over 100 miles. Thus the time passed quietly, the good ship working to windward and shortening our distance daily. This coast is not like ours, dotted with villages and life, with the exception of Guayaquil and Payta. It has no desirable ports until Callao is reached—what towns there are being inland.

We did have a little excitement for a short time one night. If I remember right, it was just after midnight. The chief officer coming running down to my stateroom calling out, "Captain, breakers right ahead." "Hard down the helm, and go on the other tack," I answered. When I came on deck, the main yard was swinging round, tacks and sheets flying, and all excitement, for the mate, with no uncertain sound, had called all hands, and every man was doing his best to save the ship. Soon the head yards were trimmed sharp, and we were heading off with our stern to the breakers.

I called the chief officer and quietly asked him where the breakers were. "Right there, Sir," he said. But nothing could be seen by either of us. I made no comments, but, three hours after, tacked ship in shore again. One hour and a half later, daylight came, and the land was 20 miles off.

I think the chief officer's breakers were a school of porpoises playing, or else, in his imagination, he pictured them. He was an excellent officer, but that organ was largely developed.

After a fair passage of 40 days, we anchored in the port of Callao, 20 days ahead of time, so our $3 per ton on our charter home was saved. As soon as we received our custom house visit, I went on shore to the American consul's office for our letters. On reading the owners' I found our drafts on Morgan & Sons, New York, had been protested. This troubled me some, but the owners wrote that I had done right in selling the cargo, and would advise me by next mail.

The port of Callao is a splendid harbor, capable of holding a large number of ships. The anchorage is good, fine

weather, and no anxiety as to the squalls or storms. We found a large fleet of fine American and foreign ships, almost all of large tonnage. Some were loaded and outward bound, others, getting ready to sail for the famous Chincha Islands, to take in their guano cargoes. These were the days when our flag floated out to the breeze in almost every foreign port, and on every ocean, and which, a few years later, our fearful civil war blighted almost out of existence, so that, today, a full-rigged American ship is a rare sight. These were also the days of big freights—our guano charter home to Hampton Roads, for orders, this voyage was either $22 or $24 per ton.

Callao was also one of the hardest ports in the world at this time for sailors. In many instances they were bought and sold for the time being at a nominal price by the sailor, runners and shipping masters, who handled them. The laws of Peru were lax and the officials winked at many transactions, so that this class of men had full swing. The first night in, we set the customary anchor watch of one man, and I did not worry myself about any of our crew running away. Some time during the night a runner got on board, went into the forecastle and spun Jack a nice yarn about going up to Lima on the train to see a bull fight, and stopping at the hotel and going into the country on a picnic. So nice a picture was too much for Jack, and he swallowed the runner's bait and sailed away. At daylight when the mate called all hands, we found that 10 of our crew had deserted. These men left behind them, in wages due, the snug sum of $749.86, which they forfeited by running away. I have gone into this port, some voyages, feeling obliged to keep the third officer walking the forecastle with a musket all night, so that no one could leave, but in our case I did not suppose that any of my crew would be so foolish as to run, after being on board nearly eight months, and in the last port discharged 1525 tons of coal and taken on board over 400 tons of ballast. These men were probably taken on board some outward bound ship without ever seeing the shore, with $90 advance wages against their names on the ship-

ping articles; if not taken on shore and dumped down through a trap door into some dark hole to await orders from the shipping masters.

What inducement could such men, having nothing due them, and working out a dead horse, to try, unless driven to it, to save a disabled or leaky ship on the homeward passage?

Our ship was at the Chincha Islands loading when the next mail arrived, but our letters from home brought the good news that the drafts had been paid. The reason of the stopping of the payment was because the owners felt that the ship was entitled to the full amount of freight, as per charter party, $14 per ton, the balance to go as far as it would towards paying for the coal; the shipper looked at it in a different light, and the interested parties met, talked the matter over, and it was settled in this manner, viz: ship to receive 14-22 of the $26,688, amount the cargo sold for; the shipper of the coal to receive 8-22 of that amount.

Five months later the vessel arrived in New York, and the owner advised me to make up and present our claim for short payment. The cargo sold for $26,688, and had we received what the charter party called for, it would have been $6862 more; adding 20 per cent damages for short payment made the amount of our claim $8234. With Mr. Hecksier, the owner of the coal, who was acquainted with all the interested parties, we started to make our call.

Commodore Vanderbilt's office then was in a two-and-one-half-story building facing the lower part of Broadway, near the Battery and South Ferry. Upon reaching the office, the doorkeeper took our cards and in a very short time we were ushered into the inner sanctum, and introduced as the captain of the coal ship. The commodore received us very courteously, and we stated our business, handing him the claim which he looked over and laid on his table, and then commenced questioning me rapidly, as to how I succeeded with Walker's crowd, what he was doing, state of the country, and many other inquiries, which I cannot recall. One thing I remember, the in-

formation he gained from me seemed to please him very much, as I answered all his questions open handed and frankly, and he asked how I would like a steamship. I replied that I would have to go to school again and learn the tactics all over. This conversation continued about three-quarters of an hour, when he closed the interview, inviting us to call again, he naming the date.

We left, feeling that it looked very favorable in relation to the claim. On the day appointed we made our second call, and was received in the same courteous manner. I was sharply questioned again in relation to Walker's doings in Nicaragua for half an hour, and then he referred us to a Mr. Cross, I think a son-in-law, whose office was in the second story of the same building. We called at once, stating that the commodore had referred us to him. He promptly told us that the owners of the ship should consider themselves very fortunate with the results of the voyage, as it now stood, and declined to accept our claim. We left much disappointed at the sudden turn of the tide.

Our claim, with the two ships that preceded us, was put into a lawyer's hands, with the understanding that they should receive 25 per cent of any money collected, and there it remains till this day.

SALEM SHIP REMINISCENCES.

The late Captain William Beadle of Duxbury, a native of Salem and a retired shipmaster, wrote, in 1907, an acknowledgment of the receipt of a calendar of the Asiatic National Bank of Salem (now merged in the Naumkeag Trust Company). A sketch of Captain Beadle was published in the second series of "Salem Vessels and Their Voyages." The letter was addressed to President George H. Allen and Cashier William O. Chapman of the Asiatic. It will surely delight the heart of everyone in any way connected with the commercial history of Salem. Captain Beadle wrote as follows:

"Duxbury (on the Bay), Mass.,
January 5, 1907.

"The calendar arrived this morning, and you will please accept my sincere thanks for it. The *America,* her history, and those connected with her, bring a thrill of pride to me, when spoken of or in sight. I heard her history many years ago, and had the spot pointed out to me where she lay, tied up, many years. It is at the head of what is now Phillips wharf, on that side next the railway, where vessels were taken out of the water to be repaired.

"Reading the account of her history on the back of the calendar brings to my memory Capt. Holten J. Breed, who occupied a pew nearly opposite to the one I used to sit in at the Universalist Church in Rust Street. I think he was grandfather to George H. Perkins and other boys of my acquaintance. Captain Caulfield was also known to me. In summer time, during my vacation, he would daily come to the end of Phillips wharf in the shade with Capt. John Francis, John Sage, my grandfather and others, and talk of the past.

"Captain Caulfield sailed for Mr. Sage's father, and Mr. Sage was mate, but would never take command. He was always averse to spare spars, and Captain Caulfield believed in them. On one occasion they lost some of their

top-hamper, and the spare spars came in handy; and after that Mr. Sage had nothing to say against them.

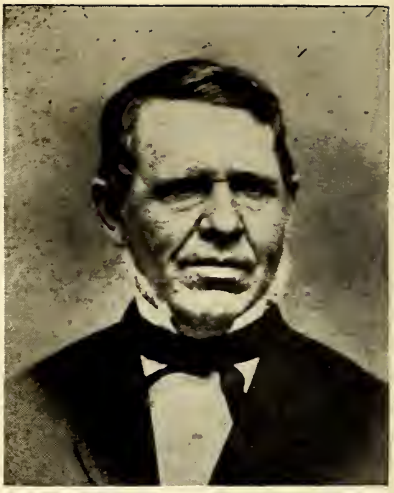
"Captain Chever was wharfinger for S. C. Phillips. He was a small but very pleasant man, much respected by almost everyone. My grandfather and father spoke very highly of him, and being about the wharf as much as I was in those days, I saw him quite frequently. He lost his money by coffee, as others made theirs by it. He came home with a cargo and it brought only eight cents a pound.

"In reading about the speed of the *America,* it is wonderful how those old-fashioned vessels developed speed; they were short, with much beam and not much depth, yet they would go through the water.

"My first voyage was in the barque *Iosco,* belonging to Captain Bertram and others,—225 tons, single deck, straight on the rail, and, on the wind, she would throw seas to the foremast, and in the lee-scuppers there was a steady stream of water with the lee-ports open to let it out. I have frequently hauled in the log-line when she was reeling off 11½ knots. Capt. John Lambert was master, and Philip Morant was mate. The next voyage she stayed at Zanzibar.

"One morning, at 7 o'clock, while off Cape of Good Hope, in the *Marigo,* Capt. John C. Pond, a sudden squall with a shift of wind struck her, and Captain Pond, after it was all over, said, "I expected we were gone." It was a case of "all hands" and quick work at that. She was one of the Donald McKay clipper barges, owned by Michael W. Shepard, Wm. W. Goodhue, George H. Allen, John C. Pond, of Salem, and some Boston parties. She was formerly the *Henry Hill,* and was built for the Mediterranean trade. She was like a pilot-boat, drew 5½ feet more water aft than she did forward; so when the squall struck her abeam and threw her over and hauling aft, her speed through the water, acting on her helm, her forefoot being so much nearer the surface than her heel, and rounding as it did, her bow swung off, allowing her to right, and all hands had the "duck" off of her in no time. The

CAPT. JOHN H. SHATSWELL



CAPT. NICHOLAS T. SNELL

CAPT. HENRY GARDNER

CAPT. JAMES B. BOSWELL

lower maintopsail split at the middle of the foot, so that had to be taken in. We carried the upper maintopsail, the lower foretopsail, foresail and foretopmast staysail, and from 8 A. M. until noon she ran 60 miles—15 miles an hour. Frank Rogers was mate, and the writer was second mate. But take her in a light wind and it would take a three-knot breeze to make her steer. We were 58 days coming from Muscat to Zanzibar, and the owners were much worried about her and got extra insurance on her and cargo.

"A sailor set her on fire the night before Christmas, 1865. We were going to sail for home at daylight in the morning. The *Glide* was one month ahead of us throughout the voyage, but Captain Bertram had news of the burning of the *Marigo* before the *Glide* arrived in Salem.

"The *America* was originally 114 feet long, 30 feet beam, 15 feet 4 inches deep, 14 feet 3 inches draft. The *Glide* was 129 feet long, 29 feet beam, and 17 feet deep. So you see there was not much difference in tonnage, the *Glide* being a trifle short of 492 tons, the *America* being 473 tons. The *America's* greatest speed was 13 knots; the *Glide's* was about 12 knots. Coming home in the N.E. trades on one occasion, the *Glide* went 1228 miles in five days. The next year I thought I would try that locality again, and ran 1238 miles in five days. Maury wrote: "If you have a six-knot breeze in the N.E. trades, you have a very strong trade." Perhaps he would have thought the *Glide* had a stronger trade.

"I am under the impression that the *Glide* was the most prosperous vessel Captain Bertram owned; running safely during our Civil War to Zanzibar, Aden, Muscat and Madagascar. She, with the *Storm King* (later the *Natal*), carried very valuable cargoes of spices, ivory, hides, goatskins, gum copal, ebony, coir, dates, senna, gum arabic, Mocha coffee, etc., all being in much demand, and he having it all his own way, she must have reaped a fortune for him.

"When William Hollingsworth Hathorne was her mate, with Capt. John McMullin, the day before she sailed, lying

alongside of the end of Phillips wharf, a southeast squall of wind struck her, and she careened so I thought she would put her yardarms on the wharf. She had bare poles, not a stitch of canvas on her, and no money would have tempted me to have gone in her. I never expected to hear of her after she sailed. That was in 1865.

"In 1870 I went out mate of her, with Captain Jim Williams; in 1876, master, and had her until 1883. Once, off the northeast end of Zanzibar, one morning at 7 o'clock a descending squall struck her, so I had to call all hands and take everything but the lower topsails off of her, as I was afraid she would roll over. No doubt you feel as if you had been several voyages, and feel quite salted, so I will close in order that you may escape seasickness.

"I remain, sincerely,

William Beadle."

Gleanings from a Record of Ships, Owned by the Late Gideon Tucker.

The late Francis A. Newell, City Treasurer of Salem, loaned the writer a most valuable book, containing the names of the officers and crews on several vessels owned by the late Gideon Tucker of Salem. The book is remarkably well preserved, and the penmanship is clear and handsome. The time covered is from Dec. 6, 1820, through June 3, 1845. I have looked through the list, and I find there the names of many who aferwards became shipmasters or were prominent in home affairs.

In the book are recorded twelve voyages of the ship *Janus,* twenty of the brig *Olinda,* fourteen of the brig *Abby M.,* nine of the brig *Augusta,* four of the brig *Centurion,* three of the brig *Rotund,* three of the brig *Sicily,* two of the brig *Neva,* and one of the brig *Ariel.*

The masters were: Capt. Wm. Brown and Capt. Henry G. Bridges of the ship *Janus;* Capt. Richard Wheatland, Jr., Capt. Daniel H. Mansfield, Capt. James King, Jr.,

Capt. Samuel Hutchinson, of the brig *Olinda;* Capt. Richard Wheatland, Jr., Capt. Nathaniel Ingersoll, and Capt. Samuel Hutchinson of the brig *Abby M.;* Capt. Jacob Lee, Capt. Samuel Page and Capt. Seth Rogers of the brig *Augusta;* Capt. Samuel Hutchinson of the brig *Centurion;* Capt. John Ingersoll, Jr., of the brig *Rotund* and brig *Sicily;* Capt. Asa Burnam of the brig *Neva;* and Capt. John Ingersoll of the brig *Ariel.*

It was pleasing to note the promotions in the foregoing list, from boy to seaman, to second mate, mate, and master. Among the officers I recognize as those having sailed as masters in other employs, Capt. Brackley R. Peabody, Capt. Joseph Hammond, Capt. Nathaniel Andrew, Capt. Henry B. Manning, Capt. Charles Hoffman, Capt. Daniel M. Marshall, Capt. James Gilbert, Jr., Capt. William Richardson, Capt. Nehemiah M. Andrews, Capt. Anthony D. Caulfield, Jr., Capt. James Fairfield, Capt. Jesse F. Potter, Capt. William E. Allen, and Capt. Daniel H. Bray. Probably there are many others who would be quickly recognized by another person perusing the lists.

John Felt is recorded as second mate of the brig *Olinda,* Capt. Samuel Hutchinson, master, which sailed April 17, 1843, for Montevideo and a market. His age is stated to be 29.

John Battis was a cabin boy on the brig *Centurion,* Capt. Samuel Hutchinson, master, on a voyage to South America in 1831. Brackley R. Peabody was the mate, and he was afterwards a shipmaster for many years, and the father of ex-Councilman George L. Peabody of Salem. Mr. Battis narrowly escaped with his life when the brig *Mexican* was captured by pirates the next year. He was the father of the late Edward C. Battis, Esq., of the law firm of Raymond & Battis.

FORTY YEARS AGO IN SALEM.

Extracts from the Diary of Francis H. Lee.

(*Continued from Volume LX, page* 80.)

Mar. 13th. Called on Mrs. Bryant after dinner and took an account of the Portraits in her house. She gave me a silhouette framed of Miss Micklefield, daughter of Timothy Micklefield. She showed me a long narrow early pattern looking glass with bevelled plate which stood in old times in the Endicott house in Danversport. In the evening called at Mr. L. Higbee's and took a list of their portraits. Mrs. H. gave me a mortar which was purchased over 40 years ago at the sale of things belonging to Timothy Pickering. I afterwards called on Mrs. H's sister Miss Briggs on Boston street and saw a portrait of her uncle Capt. Tucker, also two old looking glasses and a small portrait taken in water colors of Sam'l Tucker for Desire Tucker at the age of 18.

Mar. 16. Frank down to pass Sunday. He walked to Kernwood in the afternoon and seemed much pleased with it, tho' he thought it had shrunk somewhat in its area. Lizzie Sturgis down to pass Sunday with Aunt Nancy. I showed her my room. She was particularly pleased with the Esther Gerrish portrait.

Mar. 22nd. Spent the evening at Rose's (Chestnut Hill), Leverett showing me the old Family silver and autograph letters of Queen Anne, Charles the Second, Cromwell, Sir Richard Saltonstall, Gov. Gurdon Saltonstall, Cotton Mather, Rev. John Cotton and many others, very rare writings. I also took a list of his valuable and interesting Family portraits and miniatures.

Apr. 1st. Mrs. Brooks gave me a framed photograph of Capt. Story, a brother of Judge Story.

Apr. 9th. The papers this morning announce that Ernest Fenollosa has secured the position of teacher of Political Economy at the University of Tokio in Japan.

Apr. 11th. Walked after dinner to North Salem and down by the Farm and back by the road behind the Farm

across North street round by Gen. Devereux's and Harmony Grove to the house. New houses have sprung up in the side streets since I was last in North Salem and things generally have a strange aspect. It has been cloudy with occasional showers all day, but this didn't prevent the Boys' and Girls' Walking Club from taking their first stroll of the season. They took cars to Marblehead, thence to Devereux Beach and walked back and enjoyed a supper at Kitty Brooks'. Amongst the strangers were Sadie Upton, Mess. C. Brooks, Pettis and Adams of Boston.

Apr. 15th. Called on Harry Lee at his house, but found he was at his office. Saw him there and found that all his Lee geneaology was in his head and he will answer any questions Dr. Wheatland may write him. George Whipple's engagement to Miss Emma Bailey has come out.

Apr. 18th. Between 12 and 1 rode in Horse Cars to the Brooks and arranged for them to be at the station at 2.30 for train to Swampscott and we had also in our party Miss Lucy Cleveland, Margaret, Alice, Kitty Brooks, Sophie, Alice, Lucy, Nellie Clarke, Martha Fabens. Another party consisting of Wm. and Abbie Andrews, Miss Davis of Boston and Nellie Lander went to another place, walking up the Marblehead branch whilst we went to the Willows, another party to the same place consisting of Dr. Perkins and daughter, Wm. Whipple, Miss Waldo and a Mr. Whipple of Boston. We walked home via South Salem and on the way a great sea-turn of clouds of mist enveloped us.

Apr. 19th. Took a tour for first time in my life through Cousin Susan's. Book cases of books everywhere, beautiful engravings and paintings and photographs thickly cover the walls. In the garret I saw fire buckets of dates (2) 1783 and (2) 1810, also a large number of the commercial account books of Tim. Orne, old chairs, chests of drawers, old trunks, a spinning wheel &c.

Apr. 20th. Saw the collection of china, furniture, curtains &c. of Mrs. Parker which are to be sold at 60 Franklin street, it was mostly French and to my taste rather tawdry.

Apr. 21st. Mr. Fenollosa's body was found yesterday morning near one of the Yachts between the Beverly Bridges. He was identified by a spectacle case, handkerchief and rings. Funeral services were held this afternoon at 4 o'clock, at Mrs. Emilio's, Mr. Willson officiating.

Apr. 30th. Received a letter from Miss Caroline Daniels of St. John's, Antigua, which throws some light on the Rose family, it was dated Apl. 11th, New York the 29th.

May 1st. Called on David Haskins, jr., who seemed much pleased to see the letter from Miss Caroline Daniels and thought by continuing the correspondence with her we might eventually learn quite fully about the Roses. He loaned me a very interesting letter book of his ancestor David Greene kept partly in Antigua and partly in Norwich, Conn., during the Revolution and whilst he was a partner of John Rose, mother's grandfather.

May 6th. Out to the Browns' at West Roxbury in 5.45 train. We are to spend the week here.

May 7th. With Sophie, Charles Lunt and Eatie paid a visit to the "Amy Turner," named for Mrs. Brown. The Captain took great pleasure in showing us all over the vessel.

May 8th. Up very early and breakfasted at 6. Took the 6.30 train for Boston and at 7.30 started for Keene via Fitchburg and Cheshire R. R. to attend the annual meeting of the Cheshire R. R. which was held in their office over the station. John, Mr. Osborne of Peabody and others made speeches. Dined at the Cheshire House and this together with the trip was at the expense of the railroad. Called on Rev. W. O. White after dinner, spending a half hour in a pleasant chat. He has portraits and paintings, some by Mr. Harding, the artist, who was his wife's father. The streets of Keene are lined with beautiful shade trees and comfortable looking houses and it seemed to me that the season was more advanced than in Mass.

May 10th. Down to Salem at noon. Attended the Book Club auction. Ned arranged the books and I acted as scribe. The books realized $73.63. I bought only one, a biography of Shelley.

May 21st. The Grand Army turned out about 1.25. Mr. Willson preached an excellent sermon, addressing not only the soldiers, but the parish, as it was about his 19th Anniversary and also the last service before he sails for Europe.

June 6th, Kitty, Endicott, Martha and George reached Salem at 7.30 and began their visit with us after having lived in London for seven years from April last. Georgie and Martha have considerably changed. Endicott passed the night with Frank Peabody in Danvers. Aunt Nancy was in to see them during the evening.

June 8th. In Boston. Called at the Decorators and saw Sophie's screen which makes up beautifully. Charles Lunt saw it with me. Went with Martha, Hattie, Sophie and Endicott to see Gertrude's presents, which are very rich and numerous. Martha counted 108 which I should suppose will be nearly doubled. At the Art Museum and saw the Portrait of Mrs. Murray, my great-great-great aunt and sister of Sarah Chandler Paine, mother of Dr. William Paine. It was painted by Copley in 1763.

June 13th. Ernest Fenollosa and Miss E. Millet married yesterday.

June 15th. Breakfasted at 7 and took the 7.40 train for Boston with Alice and Sophie and went immediately to East Boston, Emma Buttrick joining us at the Eastern Station. The Parthia was crowded with people and we spent half an hour with the Browns. Arthur Foote was also a passenger and Eliza Gardner, Eliza Winthrop being there to see her off. The wedding of Jack and Gertrude Lawrence came off at Trinity Church about 12 o'clock. Martha, Rosamund Lawrence and four other young ladies acted as Bridesmaids and Cottie, Frank, Rich'd Saltonstall and several other young men as groomsmen. It was a beautiful wedding, the chancel tastefully decorated with flowers. Rev. Wm. Lawrence, Gertrude's cousin, officiated, assisted by Phillips Brooks. There was a large gathering at the reception afterwards at the house.

June 16th. This morning the 8th Reg't came to Salem to be inspected. Martha passed last night with us and I carried her with the other girls to Mr. Brooks' office

between 9 and 10 to see the Reg't pass the City Hall. Early in the morning they had their tintypes taken in a group. In the afternoon the Veterans and Active Cadets paraded and went to the Willows. The girls with Charlie had a tintype group taken again in the afternoon.

July 4th. In the afternoon walked to South Salem and sat for a long while on Mr. Brooks' piazza. In the evening with Sophie and Lucy heard our two bands and saw the Fireworks on the Common. The Walking Club spent the day pleasantly at Bartholomews.

July 7th. In the afternoon with Ned Rogers walked to Forest River and took a swim, the water was warm and the soaking delicious.

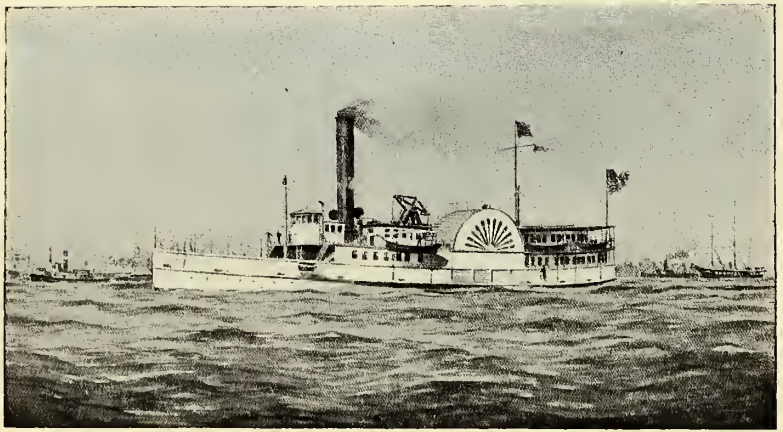
July 11th. With Sophie, Lucy, Alice and Mary Willson went to the Willows at 5 and sat about on the rocks till about 7, taking our tea there. The threatening weather compelled us to return earlier than we had intended.

July 15th. A letter was received from Mr. Willson, June 30-July 2d, giving some of his experiences at Edinboro, Dreybaogh Abbey, Melrose Abbey, Abbotsford, York and other places. He was having hot weather and had lost his pocketbook. Attended Judge Waters' funeral at 3 o'clock. Mr. Beane performed the service. The Judge looked quite natural and placid.

July 16th. At 12.50 took the Danvers train with Sophie and walked from the Station to Burleigh Farm where I dined with Kitty. Jack and Gertrude there and all the rest except Cottie and Frank. During the forenoon they had been to Kernwood and all over the house and were delighted with the place and all but Kitty are anxious to live there. About 4.30 started for home, walking to Beverly Station via Rial Side.

July 17th. Charles Lunt read me a very interesting letter from Eatie Brown giving glowing accounts of the beauty of Killarney and other parts of Ireland.

(*To be continued*)



UNITED STATES STEAMER PHILADELPHIA

Before the Civil War she formed the connecting link between the Northern Railroads' ending at Washington, D. C., and the Richmond, F. and Potomac R. R. terminus at Aquia Creek.

Used by the U. S. Government to blockade the Potomac during the Rebellion.

BLOCKADE RUNNING DURING THE CIVIL WAR

And the Effect of Land and Water Transportation On the Confederacy.

By Francis B. C. Bradlee.

(*Continued from Volume LXI, page* 48.)

When the steamer's bell was rung, which was the signal, so quickly and quietly was the plot executed that scarcely had the sound of the bell died away before the Confederates were in possession of the "Maple Leaf." Colonel Witt desired to run the vessel to Nassau, and turn her over to the Confederate agents there; but her captain protested that she would never be able to make the ocean voyage, although he offered to steer for any other point the colonel might designate. In passing, this is a striking commentary on the class of steamers then thought fit to transport United States troops on ocean voyages.*

A great jollification was then held by the liberated officers, and such a rebel yell rang out over the waters of Chesapeake Bay as will never be heard again. Captain Fuller was placed in command of the "Maple Leaf," and a council of war decided to beach the steamer somewhere south of Cape Henry and take chances. The landing was made after nightfall, about ten miles south of Virginia Beach. When all the Confederates not too sick or severely wounded were safe on shore, the steamer was given back to her captain, under oath to care for the sick and wounded prisoners left on board and to proceed to Fort Delaware and report. This oath he faithfully (?) kept by steaming as rapidly as possible for Fortress Munroe and there reporting the little incident that had befallen him on his voyage. In his report of the occurrence Major General John A. Dix said: "The officer in charge of the guard was grossly negligent, and should be dismissed from the service." Captain Fuller, prize master, was compelled by

* The "Maple Leaf" was an old steamer that had seen service on Lake Ontario, but had been brought east when there arose a great demand for steam transports during the war.

reason of severe wounds, to remain on the "Maple Leaf." He afterwards died in captivity at Fort Delaware.

After landing on the beach, the first business done by the escaped Confederates was the election of a leader, and Major Semmes was chosen by acclamation, with Captain Holmes of a Louisiana regiment as second in command. The next thing was to find their bearings. Seeing a light in the distance showing from a house, a scout was sent out, who quickly returned, reporting the house occupied by a lady and children, and that her husband was in the Confederate army; that they were in Princess Anne County, Virginia, and would be comparatively safe if they could get to the swamps of North Carolina, but to do so it would be necessary to cross Currituck Sound, and the only boats available were nearly thirty miles south on the beach, where some persons had come over from the mainland to boil salt. This march was undertaken at night, and at early breakfast the boats were at their service. In crossing Currituck Sound the ex-prisoners stopped at the south end of Knott's Island, where supper was given them. Upon reaching the mainland, near Currituck Court House, a guide was found, who soon took them to the adjacent swamps, where they felt they were at least in hiding and would be cared for by the Southern people near. After a few days, a guerilla captain from Camden, hearing of their presence, came to them, and finding him possessed of all the information needed, they accepted his guidance and after an uneventful journey of three days the Confederate officers finally reached Richmond and reported to General Winder, Provost Marshal.

The success of blockade running as an undertaking, so unprecedented both in its magnitude and difficulty, can best be judged by the results. The number of blockade runners captured during the war was 1,149, of which 210 were steamers. There were also 355 vessels burned, sunk, driven on shore, or otherwise destroyed, of which 85 were steamers; making a total of 1,504 vessels of all classes.

According to a low estimate, the value of these vessels and their cargoes was thirty-one millions of dollars.

In the war of 1812, which has always been regarded as a successful naval war, the number of captures was 1,719. But the war of 1812 was waged against a commercial nation, and the number of vessels open to capture was therefore greater. Moreover, in the earlier war, out of the whole number of captures, 1,428 were made by privateers, which were fitted out chiefly as a commercial adventure. In the Civil War the work was wholly done by the navy; and it was done in the face of obstacles of which naval warfare before that time had presented no example or conception.

As a military measure the blockade was of vital importance in the operations of the war; and there is no doubt that without it the South would have won its independence. The United States Navy has never been given proper credit by historians for its vitally important services in bringing the war to a successful close.

With Hilton Head, Hatteras Inlet, New Orleans—a knife thrust in the very vitals of the Confederacy—Hampton Roads, Mobile Bay, Wilmington and Cherbourg blazing imperishably on the record, even so fair minded a historian as Mr. James Ford Rhodes incidentally remarks, in his "History of the United States," that the work of the navy was "unrelieved by the prospect of brilliant exploits." Nor do the names of those identified with our naval triumphs thunder in Mr. Rhodes' general index. Judged by that test, six lines suffice for the allusions to Farragut, and five for those to Porter; while four solid columns are judged to be necessary for Grant and two for Sherman. Two lines only are made to suffice by the same author for the capture of Wilmington, which closed the last inlet of the Confederacy, hermetically sealing it!

The peculiar importance of the blockade lay in the isolation of the Southern States and in their dependence upon the outside world for the necessaries of life. One neutral frontier alone existed, along the Rio Grande River; and the country for many miles on both sides of the

boundary, offered few facilities for trade or transportation. All supplies must come from the seaboard, and the purely agricultural character of Southern industry made supplies from abroad a necessity. Had the position of the two opponents been reversed, and an efficient blockade maintained against the Northern ports, it would have told with far less severity than at the South.

Besides the exclusion of manufactured goods, and especially of munitions of war, which was one of the prime objects of the blockade, its second and equally important aim was to prevent the exportation of cotton, with which at this time the Southern States supplied the world. The amount of floating capital at the South was never large—land and slaves were the favorite form of investment—and the sale of cotton was, therefore, the main source of income. When exportation was cut off, the Confederate Government was deprived of its revenues for the war, and the people of the very means of existence. It was a common impression at the South, that the rest of the world, and especially England and France, had too great an interest in the cotton supply to tolerate a prohibition on exportation; and it was believed, or rather, hoped, that the blockade would prove a fatal measure for its originators, by the injury it would work abroad. The injury was not over estimated, and it doubtless had its effect upon the sympathies of the interested foreign state. Lancashire, the great center of the cotton manufacture, was compelled to close its mills, and the distress that resulted among the operatives may be estimated by the fact that, two years after the war had begun, no less than ten millions of dollars had been disbursed by the relief committees. But the British Government, whatever may have been its disposition, had at no time a plausible pretext for intervention; and the blockade continued to be enforced with increased rigor.

As the struggle went on, the naval forces of the United States secured the co-operation of small bodies of troops at various points, and thus converted the blockade into a military occupation. These points then became the bases

of operation for the several squadrons,—ports of rendezvous, supply, for the "repairs and coal" that were forever drawing away the blockaders from their stations at critical moments. By the spring of 1862 all the squadrons were well provided with bases, though some of the latter, especially on the coast of Texas, were occasionally recovered by the enemy. Strangely enough, too, the centres of occupation became themselves, in a small way, centres of blockade running. Norfolk, Beaufort, N. C., Hilton Head with its many sutler's shops, Pensacola, and New Orleans, each carried on a trade which was all the harder to suppress as the United States authorities issued to favored persons permissions to trade within the enemy's lines. Theoretically these permits were given to "relieve the pressing necessities of loyal Southerners"; actually, the result was a shameless and most demoralizing traffic in cotton. Even when permits could not be had, many Provost Marshals, and even those higher in authority, when "judiciously approached," winked at the illicit traffic going on under their very eyes.

Even with all these drawbacks, the blockade became closer as time went on, and finally succeeded in commercially throttling the South to death, contributing quite as much to the final issue as the victories of the Union armies in the field.

Since the story of various Northerners who fought for the Confederacy was printed in the first part of this book, information has been given the author concerning the tragic story of a Virginian, who, in perfectly good faith, fought on both sides during the Civil War. Although received too late for insertion in its proper place, Major Meade's experience was deemed so unusual and interesting as to warrant a special note.

The subject of this sketch, Richard Kidder Meade, Jr., came of a prominent Virginia family (his great-grandfather, also Richard Kidder Meade, was aide-de-camp to General Washington from 1779 to 1783, and his father, Richard Kidder Meade, Sr., was Minister to Brazil

during President Buchanan's administration), and was born in Petersburg in 1835.

He entered the U. S. Military Academy at West Point in 1853, graduating second in his class (1857), and was thereupon commissioned Second Lieutenant in the Corps of Engineers. In the fall of 1860, Lieutenant Meade was ordered on duty as one of the engineer officers in charge of the fortifications in the harbor of Charleston, South Carolina. This made him one of the command of Major Robert Anderson, the defender of Fort Sumter; indeed, he is said to have exerted great influence over his chief,* to such a degree that on January 9, 1861, when the unarmed transport steamer "Star of the West" attempted to enter Charleston harbor with re-enforcements and supplies for Major Anderson, and was fired upon by the Confederate batteries, it was largely owing to Meade's earnest advice, "not to begin a civil war," that Major Anderson decided to withhold his fire.

Lieutenant Meade gallantly helped to defend Fort Sumter when it was attacked in April, 1861, but on his return North, in May, he felt it his duty to join his native state, Virginia, which had then just seceded, and accordingly resigned his commission, it is said, very unwillingly.

He was appointed Captain, and afterwards Major in the Confederate Engineer Corps, and during 1861 largely planned and laid out the fortifications about Norfolk and in the Peninsula, which latter so retarded General McClellan's advance in 1862. During the "Seven Days Fight" near Richmond, Major Meade was Chief Engineer on General Lee's staff, and over-exertion and also, probably, bad water, brought on typhoid fever, of which he died at his home in Petersburg, July 31, 1862, at the early age of twenty-seven.

Writing to his widowed mother, on August 8, 1862, General Lee paid the following splendid tribute to Meade's memory: "It is fitting that I should sorrow with you in the untimely death of your gallant son. In him our country

* The Genesis of the Civil War, by Bvt. Major General S. W. Crawford, p. 186.

has lost a most accomplished, brave and skillful officer, one who bade fair to serve her in the highest ranks of his profession. In the campaign of the Peninsula he devoted himself to his work with distinguished zeal and intelligence. Under my own eye he labored with untiring energy and performed invaluable service in the field. During the eventful week of the battles on the Chickahominy, he distinguished himself by his bravery, energy and activity, making bold and skillful reconnaissances. It was his incessant labor and great exposure during that week, alas, which proved fatal to this noble young patriot."

THE RAILROADS AND THE CONFEDERACY.

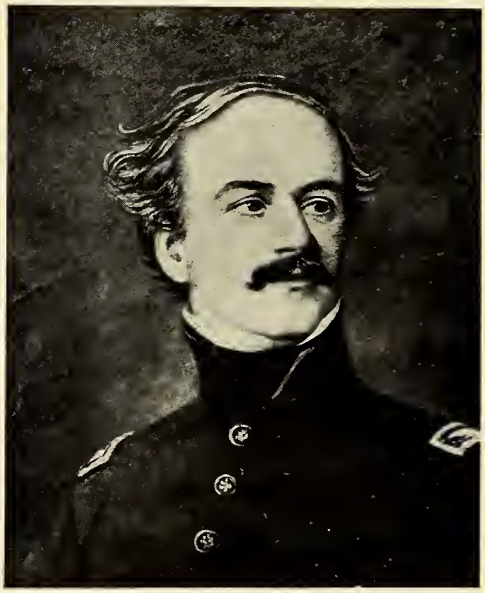
The importance of the railroads to both sides during the Civil War has never been properly estimated. Had it not been for the "iron bands" which connected the Northern and Western states (the trunk lines had only been completed a few years when the struggle began), slavery or no slavery, the latter would have followed their natural commercial outlet, the Mississippi, Ohio, Missouri, and other large rivers, and would have thrown in their lot with the Confederacy.

For instance, during the strained situation in 1850, if the famous "Compromise" had not been effected—and the country was nearer war than is generally supposed—there is very little doubt that two separate nations would have existed upon this continent. Henry Clay's "Compromise" put off the Civil War for ten years, and the thousands of miles of railroads built during that decade may be truly said to have helped fasten the Union together.

Badly as the Southern roads were run, partly through mismanagement and partly from the impossibility during the war of obtaining materials to maintain them in order, they contributed largely to keep the Southern cause going; in fact, it is not too much to assert that but for its railroad system the Confederacy would not have lasted a year.

The true strategic policy of the South, in fact the only way in which it could have won the struggle, overmatched as it was by numbers, was to utilize the single advantage in the game of war which it enjoyed. By means of its geographical situation the Confederacy occupied "interior lines," and could reënforce from one flank to the other, across the country, more quickly than its enemies could discover and follow such movements by roundabout routes.

In May, 1863, was presented a rare opportunity of inaugurating what General Alexander, in his "Military Memoirs of a Confederate," calls "An Army on Wheels" within the Southern lines, as distinguished from an army



GEN. ROBERT E. LEE

As a Captain and Brevet Colonel in the U. S. Engineer Corps

From a portrait painted about 1850 and owned by the Virginia Historical Society

of invasion beyond them.* The situation was this: Grant was investing Vicksburg with 60,000 men, and the Confederacy was threatened with the loss of the Mississippi River and of 30,000 men at Vicksburg under Pemberton. At Jackson, Mississippi, Johnston with scarcely 24,000 men was looking on and begging for reënforcements.

At Murfreesboro, Tennessee, Bragg, with about 45,000 Confederates, confronted Rosecrans with about 84,000. Neither felt strong enough for the aggressive, and the whole spring and summer passed idly. At Knoxville, Tennessee, were 5,000 Confederates under Buckner, and there were also scattered brigades in southwest Virginia and eastern North Carolina, from which reënforcements might be drawn. In this state of affairs, Longstreet, with Hood's and Pickett's divisions, arrived in Petersburg, under orders to rejoin Lee at Fredericksburg. Hooker had just been driven across the Rappahannock, and his army was soon to lose largely from the expiration of terms of service of many regiments. Nothing aggressive was probable from him for many weeks.

Longstreet's veteran divisions, about 13,000 strong, could have been placed on the cars at Petersburg and hurried out to Bragg, via Lynchburg and Knoxville. Johnston's 24,000 from Jackson, and Buckner's 5,000 from Knoxville, could have met them. With these accessions and with Lee in command, Rosecrans might have been defeated and an advance made into Kentucky, threatening Louisville and Cincinnati. If anything could have caused Grant's recall from Vicksburg, it would have been this.

Surely the chances of Confederate success would have been greater, and of disaster less, than those involved by the invasion of Pennsylvania, where supplies and ammunition must come over a long (nearly 200 miles) and exposed line of communication. In this position, even a victory would have resulted in very little, for Washington City, in 1863, was so strongly fortified and garrisoned that to take it was a desperate adventure.

*Military Memoirs of a Confederate, by General E. P. Alexander, pp. 364-65.

This crisis in the Civil War—for crisis it was—brings out one of the curious phases in the character of General Robert E. Lee, and that was his strong disinclination to leave Virginia. Professor H. J. Eckenrode of Richmond, Virginia, author of "Jefferson Davis, President of the South," one of the best books ever written on the Confederate side of the war, says that: "He (Davis) appealed to him (Lee) to go West and find out what ailed the cause there, but Lee would not go." Pollard, an early Southern historian, comes out with the frank statement that General Lee's heart was not in the war. He accepted it as a necessity, doing what it required exactly, even punctiliously, yet coldly. Never at any time of the war, not even in the company of the most intimate friends on whom he might have bestowed his confidence without imprudence, did General Lee ever express the least opinion as to the chances of the war.*

In the "Memoirs of Colonel John S. Mosby, C. S. A.," is to be found an interesting anecdote regarding General Lee's attitude at the time he resigned from the United States Army, and which apparently confirms Pollard's theory: "When Lee resigned his commission . . . he acted . . . from personal sympathy with the combatants, and not on any legal theory of right and wrong. On the day he resigned, he wrote his sister that he could not draw his sword against his family, his neighbors, and his friends.

"On the previous day, he happened to go into a store in Alexandria to pay a bill. His heart was burdened with a great sorrow, and he uttered these words, which the merchant wrote down in his journal—they still stand there today: 'I must say that I am one of those dull creatures that cannot see the good of secession!' Below this entry the merchant wrote: 'Spoken by Colonel R. E. Lee when he paid this bill, April 19, 1861.'

"A few days later Lee was made commander-in-chief of the forces of the State of Virginia. The late Judge John Critcher . . . told me that when Lee returned with

* Life of Jefferson Davis and Secret History of the Confederacy, by Edward A. Pollard, p. 426.

the committee to the convention hall in the Capitol at Richmond, they had to wait for a few minutes in the rotunda. Looking at Houdon's statue of Washington, Lee said, very gravely, 'I hope we have seen the last of secession.' "*

Writing at Fort Mason, Texas, on January 23, 1861, General Lee had said: "The framers of our Constitution would never have exhausted so much labor, wisdom, and forbearance in its formation, and surrounded it with so many safeguards and securities, if it was intended to be broken by every member of the confederacy at will. It was intended for 'perpetual union,' so expressed in the preamble, and for the establishment of a government, not a compact, which can only be dissolved by revolution, or by the consent of all the people in convention assembled. It is idle to talk of secession. Anarchy would have been established, and not a government, by Washington, Hamilton, Jefferson, Madison, and all the other patriots of the Revolution."†

John S. Wise (son of the famous Governor Henry Wise of Virginia) carried the last despatch from President Davis, then at Danville, Virginia, to General Lee. After many exciting experiences, young Wise, then a lieutenant, delivered his missive, reaching the Confederate Army but a day or two before the final surrender. In the course of conversation, General Lee remarked: "A few more Sailors' Creeks (a battle in which the Southerners had just been badly worsted) *and it will all be over—ended—just as I have expected it would end from the first.*"‡

Yet, but a few hours after, Lee said to General Pendleton, his friend and chief of artillery: "We had, I was satisfied, sacred principles to maintain and rights to defend,

* Memoirs of Colonel John S. Mosby, C. S. A., pp. 378-79.

† Life of General Lee, by Rev. J. William Jones, D.D., a Southern author, p. 122.

‡ The End of an Era, by John S. Wise, p. 429.

NOTE.—It is, perhaps, not generally known that General Lee's nephew, Louis Marshall of Baltimore, son of Lee's sister, fought for the Union during the entire war. He was a graduate of West Point in the class of 1849, and was brevetted Lieutenant-Colonel "for gallant and meritorious services" during the struggle of 1861-65.

for which we were in duty bound to do our best, even if we perished in the endeavor."*

Mr. Eckenrode ("Life of President Davis") also makes the statement that: "In May, 1863, Seddon (Confederate Secretary of War) actually made preparations to send troops to the aid of Vicksburg, but Lee's opposition killed the plan. In September, 1863, Longstreet urged the sending of troops to Tennessee; and this time the Government sent them, despite Lee's objections."†

An interesting side light on General Lee's persistent refusal to take charge of the Western army, is a letter of his to General Longstreet, evidently in answer to one from the latter urging his chieftain to consider the matter:

"Camp Rappahannock, October 26, 1863.

"General Longstreet:

"My dear General: I have received your three letters. . . . I rejoice in your great victory deeply (Chickamauga). It seemed to me to have been complete. I wish it could have been followed by the destruction of the Federal army. As regards your proposition to myself (evidently that he assume command of the army then in charge of General Bragg), I wish I could feel that it was prompted by other reasons than kind feelings to myself. I think you could do better than I could. It was with that view I urged your going. The President, being on the ground, I hope will do all that can be done. He has to take a broad view of the whole ground, and must order as he deems best. I will cheerfully do anything in my power. In addition to other infirmities, I have been suffering so much from rheumatism in my back that I could scarcely get about. The first two days of our march I had to be hauled in a wagon, and subsequently every motion of my horse, and indeed of my body, gave much pain. I am rather better now, though still suffering. . . .

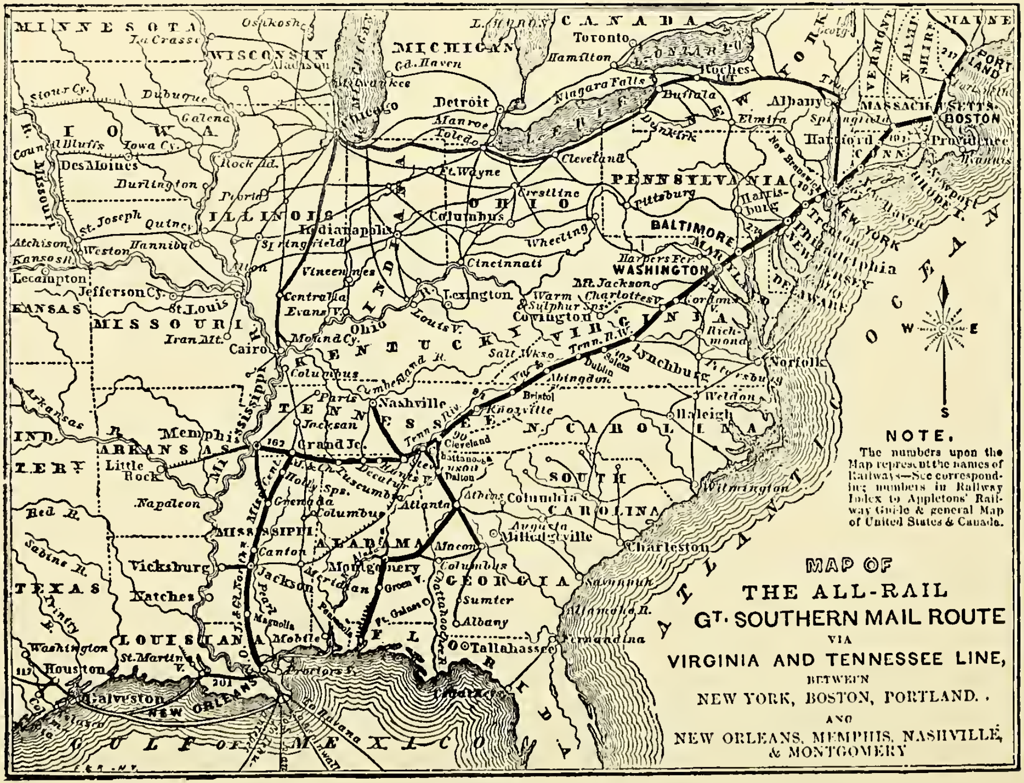
"Very truly yours,

"R. E. Lee."‡

* Reminiscences of the Civil War, by General John B. Gordon, C. S. A., p. 434.

† Jefferson Davis, President of the South, by H. J. Eckenrode, page 165.

‡ Official Records of the Civil War, Series I, Vol. 52, pp. 549-50.



NOTE.

The numbers upon the Map represent the names of Railways—See corresponding numbers in Railway Index to Appletons' Railway Guide & general Map of United States & Canada.

MAP OF
THE ALL-RAIL
G^T. SOUTHERN MAIL ROUTE
VIA
VIRGINIA AND TENNESSEE LINE,
BETWEEN
NEW YORK, BOSTON, PORTLAND,
AND
NEW ORLEANS, MEMPHIS, NASHVILLE, & MONTGOMERY

One of the greatest Confederate victories of the war, Chickamauga, vindicated the move, and this victory, had it been promptly followed up, might have weighed incalculably on the Southern side. It would seem that Mr. Davis and Secretary Seddon realized the strategic value of the railroads better than Generals Lee and Joseph E. Johnston. The truth is, as Mr. Eckenrode remarks, that "Jefferson Davis also had much more military talent than critics have credited him with."

The following letter, written by Mr. Davis to the unfortunate General Pemberton, whose failure to save Vicksburg caused the latter to be pursued by a storm of bitter criticism, to which his Northern birth contributed not a little, is interesting, more especially as it has not been generally, if at all, reproduced:

"Richmond, Va., March 11, 1864.

"Lieut.-Gen. J. C. Pemberton:

"My dear Sir: You correctly suppose that your position is not due to a want of confidence or appreciation on my part. The circumstances which deprived you of a command belong to the chances of war. I thought, and still think, that you did right to risk an army for the purpose of keeping command of even a section of the Mississippi River. Had you succeeded, none would have blamed; had you not made the attempt, few, if any, would have defended your course.

"If it has not since been found expedient to place you in command of a corps, it has not been because I regarded you as unequal to such a position, but because of considerations which I could not control. Your devotion to our country's cause has enabled you to rise above personal and professional pride, and in the manner you have borne disappointment, I find proof of the injustice of the prejudice which has existed against you, and sincerely hope you rightly believe it is subsiding.

"Very respectfully and truly yours,

"Jefferson Davis."*

* Official Records of the Civil War, Series I, Vol. 51, Part II, pp. 833-34.

On the Northern side, the greatest feat in which the railroads were used in a large strategic sense, was in September, 1863, after General Rosecrans' defeat at Chickamauga (when the Confederate railways were for the only time also taken advantage of strategically) it was decided to send a portion of the Army of the Potomac to reënforce the armies in the West.

General Halleck—then Commander-in-chief—considered the movement impracticable, as it would be impossible to get the transfer effected in time. After much discussion, President Lincoln was inclined to side with General Halleck. Secretary of War Stanton requested an adjournment until evening, and in the meantime sent for Brigadier General D. C. McCallum, Superintendent of United States Military Railroads, and presented the question: "Assuming that you have entire control of rail and telegraph, what is the shortest time in which you can transfer the required number of troops, with artillery, ammunition and supplies, to the objective point?"

McCallum made his figures and reported a date earlier than that which Mr. Stanton considered necessary. At the adjourned meeting, General McCallum was sent for and gave his figures, and was ordered at once to begin the movement, which was successfully accomplished; 22,000 men, artillery, ammunition and supplies being moved from near Catlett's Station, Va., on the Orange and Alexandria Railroad, to Stevenson, Ala., a point 1,166 miles distant, in eight days. Considering that this feat—for feat it certainly was—was performed on wholly single-track roads laid with light rails, the heaviest being sixty-one pound T-rails, and in the South a still lighter construction prevailed—sixteen-pound rails laid on stringers—it was a wonderful performance, one which a double-tracked road with modern equipment might be proud of. It must also be taken into consideration that the roadbeds of the smaller and less important railroads of those days were not ballasted at all, a considerable portion of the track being simply laid on earth; different gauges prevailed in various parts of the country, air brakes were unheard of, and while the telegraph was used to control the movement of

the trains (it was then frowned upon by many railroads, especially in New England), this rapid transfer of troops from the East to the West reflected the very greatest credit upon General McCallum, President Garrett of the Baltimore and Ohio, and others who managed it.

Another strategic transfer of Union troops by rail, this time from the West to the East, was in January, 1865, when the 23rd Army Corps, commanded by General John M. Schofield, was moved from its position on the Tennessee River to Chesapeake Bay. There being no prospect of a winter campaign under General Thomas, General Grant had ordered the corps transferred as quickly as possible. The direction of affairs was managed by Charles A. Dana, Assistant Secretary of War, and Colonel Lewis B. Parsons, at that time Superintendent of United States Military Railroads and River Transportation.

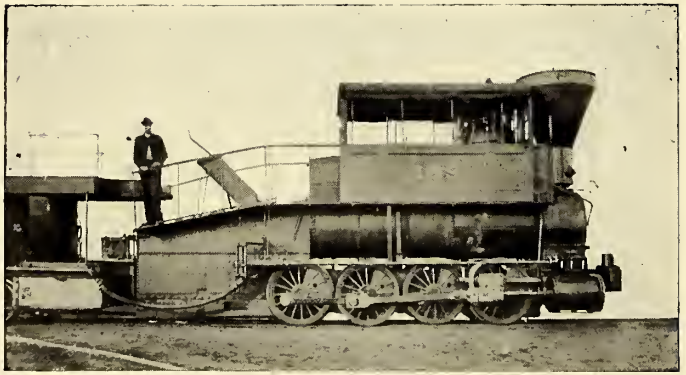
The transfer was conducted as follows: Colonel Parsons proceeded to Louisville, Kentucky, where he arrived on January 13th. By the morning of the 18th he had started the first division of the corps from the mouth of the Tennessee River up the Ohio, and had transportation ready for the rest of the troops. He then hurried to Cincinnati, where, as the river was too full of ice to permit a further transfer by water, he loaded 3,000 men on the cars waiting there, and started them eastward. The rest of the corps rapidly followed. In spite of fogs and ice on the river, and broken rails and machinery on the railroads, the entire army corps was encamped on the banks of the Potomac on February 2nd, 1865.

The distance over which the troops were transported was nearly 1,400 miles, about equally divided between land and water. From the embarkment on the Tennessee to the arrival on the Potomac the average time of transportation did not exceed eleven days. An important fact was that during the whole movement not a single accident happened causing loss of life, limb or property, except in a single instance where a soldier improperly jumped from a car, under apprehension of danger, and thus lost his life.

Much of the success of the movement was due to the hearty co-operation of the Baltimore and Ohio Railroad and its President, John W. Garrett. Colonel Parsons, in his report of the transfer of Schofield's troops, said: "The circumstances, I think, render it not invidious that I should especially refer to the management of the Baltimore and Ohio Railroad, where indomitable will, energy, and superior ability have been so often and so conspicuously manifested, and where such invaluable service has been rendered to the Government; a road nearly 400 miles in length, so often broken and apparently destroyed, so constantly subjected to Confederate incursions that, had it been under ordinary management, it would long since have ceased operation; yet, notwithstanding all the difficulties of the severe winter season, the great disorganization of employees necessarily incident to a road thus situated, its most extraordinary curves, grades, bridges, tunnels, and the mountain heights it scales, it has moved this large force in the shortest possible time, with almost the exactness and regularity of ordinary passenger trains, and with a freedom from accident that, I think, has seldom, if ever, been paralleled."

Another phase of the Civil War, in which the control of certain railroads was of vital importance to the winning side, was the Western campaign of 1862. The plan of Federal invasion—of which the capture of Forts Donelson and Henry were the initial steps, and the concentration of all troops under Grant, soon to be joined by those under Buell, at Pittsburg Landing was the most important preparatory measure—was thoroughly disconcerted, indeed thwarted, by General Albert Sidney Johnston's rapid concentration at Corinth and subsequent attack at Shiloh.

This plan contemplated the occupation of Corinth during April, 1862, as early in the month as practicable, and, if possible, before any Confederate army had reached there. If any such force had gotten to Corinth, it was to be beaten by the combined armies of Generals Grant and Buell.



FREIGHT LOCOMOTIVE USED ON BALTIMORE AND OHIO R. R. IN 1863

From a photograph in the F. B. C. Bradlee collection

Corinth was located at the intersection of the Memphis and Charleston and Mobile and Ohio Railroads, and these two roads controlled almost the entire transportation of the South, from the Mississippi River to the Atlantic coast, and from the Tennessee River to the Gulf of Mexico. Had the plan been carried out as originally projected, and as soon, the fall of the Confederacy would have occurred perhaps within a few months thereafter.* General Albert Sidney Johnston concentrated his troops so speedily that he was able to fight General Grant singly, and so crippled his army of invasion as to delay its march until ampler preparation to meet it could be made. One of the two important railway lines was also prevented from falling into the enemy's hands, and the immediate and extensive occupation of Southern territory, which had seemed imminent, was no longer threatened.

A review of the railway system as it existed in the Southern States at the beginning of the war, will help the reader understand the transportation problems which arose later, and how they were met.

Nearly all the railroads in the South had been originally planned and built for local needs only. Compared with those in the North their traffic had been small and they usually had poor roadbeds and light rails. Freight was the chief business of the railroads south of the Potomac, and they were, most of them, constructed in a cheap manner because the revenue at the time was not judged sufficient to justify a large investment.† In two notable cases, the Richmond, Fredericksburg and Potomac R. R. of Virginia, and the Atlantic and Western R. R. of Georgia, the states in which the larger part of these lines ran had practically built and owned them, and still do today, 1925. The Atlantic and Western was actively managed by a Superintendent appointed by the Governor of Georgia, in fact, was generally referred to as "the State Road."

The whole situation, up to the time of the Civil War, may be summed up by saying that the roads, formerly

* Reminiscences of General Basil W. Duke, C. S. A., p. 103.

† History of the Atlantic Coast Line Railroad, by Prof. Howard Douglas Dozier, p. 88.

independent units, had been growing more and more dependent on each other.* The success or failure of any one of them meant the success or failure of all. Local travel, which had at first been the main source of income, had become least important. Through passenger business was being greatly developed and the railroads were competing successfully in this field with the coastwise steamers. The amount of freight handled was increasing faster than the roads could take care of it. Although much of this freight was in the true sense of the word local, only physical connection was necessary between the various lines in order that cars might run through on long routes—say between Wilmington, N. C., and New York.

This lack of physical connections was in large measure due to inheritance from the days of still greater diversity, the difference in gauges.† In the North there were eleven different gauges, running from 4,4½ to 6 feet. Out of this chaos there was coming some order. Four feet eight and one-half inches was the general favorite in the North, but the New York Central was 4 ft. 8 in. and the Erie road used the 6-foot gauge.

In the South an even 5-foot was general, but did not hold a mastery. A change of gauge meant, of course, change of cars; between Philadelphia and Charleston, S. C., there were eight. This caused great trouble and delays during the war, as will be seen further on. By 1859, a system of coupon tickets had been evolved, which enabled the traveller to buy his transportation through from, say, New Orleans to Bangor, Maine. As the baggage check system was also in use, and several reliable railroad and steamboat guides in circulation, the worry of travel had been largely reduced for the traveller, while the facilitation of freight was also provided for. Shortly before the war broke out in 1861, a "Condensed Time Schedule of the Great 3½ Day All Rail Route Carrying the U. S. Mail and Adams Express between New York

* History of the Atlantic Coast Line Railroad, by H. D. Dozier, page 88.

† The Northern Railroads, 1861, by C. R. Fish, American Historical Review, Vol. XXII, p. 785.

and New Orleans"* was advertised, but it is believed was never actually carried into effect. As illustrating the large number of independent railroads then existing, it may be interesting to know that the "Great 3½ Day Route" ran over the following lines: Camden and Amboy, Philadelphia, Wilmington and Baltimore, Baltimore and Ohio, Orange and Alexandria, Virginia and Tennessee, East Tennessee and Virginia, East Tennessee and Georgia, Memphis and Charleston, Mississippi Central, and the New Orleans, Jackson and Great Northern.

The regular running time was, in 1857: New York to Charleston, S. C., in 62 hours; Charleston to Nashville, Tenn., in 33 hours, and to Memphis in 42 hours. No steel rails were then in use in the United States. Up to 1843 most of the Southern railroads were laid with wooden rails capped with iron and weighting about 15 pounds to the yard. In 1853 the Virginia Legislature had given the Richmond and Petersburg R. R., one of the best managed and representative Southern roads, permission to issue 7 per cent bonds to the amount of $150,000, in order that they might relay their entire road with iron, 51 pound, T-rails,† and when the war broke out many railways in the Confederacy were not nearly as well equipped. Nor was their rolling stock adequate, as compared with that of the Northern railway systems. The Memphis and Charleston, with 290 miles of track, owned 35 locomotives, 32 passenger, 449 freight, and 42 service cars; the Philadelphia, Wilmington and Baltimore, with about one-third the track, had about the same equipment; the Baltimore and Ohio had more than half as many freight cars as were reported in all the Southern states together; the New York Central more than half as many passenger cars, and the Pennsylvania and Erie together almost as many engines.‡

* Appleton's Railway Guide, July, 1862.

† History of the Atlantic Coast Line Railroad, by H. D. Dozier, page 42.

‡ The Northern Railroads, 1861, by C. R. Fish, American Historical Review, Vol. XXII, p. 789.

A typical locomotive of the best kind, as used in the Confederacy during the Civil War, was the famous "General" of the Atlantic and Western (State) R. R. of Georgia. It was seized by the Union "railroad raiders" in 1862, in an attempt to burn bridges and cripple the communications of the Confederate Army in Tennessee. The "General" was built in 1855 by the Rogers Locomotive Works at Patterson, N. J.; it was an eight-wheel, wood-burning engine, weighting 50,300 pounds; cylinders 15x22 inches; the four driving wheels measured each 60 inches in diameter. The cars were of the modern American type, but of course much smaller (the seating capacity averaged 50 persons) and lighter than those used today; all the passenger coaches and most of the newer freight cars during the Civil War had eight wheels, but much of the older rolling stock devoted to merchandise had but four wheels each. All the brakes were, of course, operated by hand, and the couplings were of the link and pin variety.

Like the New England trains of that day, the ones at the South were run on what was called the "time table and rule system"; that is, but little or no reliance was placed on the telegraph, the train being in charge of the conductor, who was governed (or rather, was supposed to be) by certain fixed rules.* Through the kindness of Guy E. Mauldin, Esq., Assistant Secretary of the Southern Railway Co., a set of "Running Rules," as issued in 1854 for the use of the employees of the North Carolina R. R. Co., will be found in the appendix. They were undoubtedly the same as used during the war.

In 1861 iron railroad bridges were just beginning to make their appearance in the United States; in the South the wooden trestle, or the Howe truss bridge, were univer-

*In 1861 the Pennsylvania Railroad already had its own system of telegraphic train control, but in New England a strong opposition to such methods persisted for many years. In the author's collection of transportation material is an old lithograph, issued apparently in the 1870's, of the Stonington Line (Boston and New York) Boat Train, which is inscribed, evidently as an inducement: "*No trains run by telegraph; double track all the way.*"

COL. W. S. ASHE

Military Director of Railroads in the Confederacy, 1862

Reproduced through kindness of H. L. Borden, Esq.,
Vice-President Atlantic Coast Line R. R.

sally used, and as the war progressed it was found that the easiest way to cripple a railroad was to destroy its bridges. The war began with their destruction north of Baltimore. Again and again did the wooden trestles in Virginia go up in smoke, only to rise again, almost over night.*

It may be doubted whether the Southern railroads were run in as practical, economical and business-like fashion, compared with those north of Mason's and Dixon's Line, as the following anecdote will illustrate:†

"The train was advertised to leave (Richmond for Petersburg) at 3.30 P. M. At that hour the cars were crowded with passengers, and the engineer punctually at the minute . . . gave a long, loud whistle of the locomotive. Five minutes afterwards he gave us an impatient jerk; ten minutes afterwards we advanced three rods; twelve minutes afterwards, returned to the first position; continued 'backing and filling' upon the bridge over the rapids of the James river, for half an hour. At precisely four o'clock, crossed the bridge and fairly started for Petersburg.

"Ran twenty miles in exactly an hour and thirty minutes (13 miles an hour; mail train, especially recommended by advertisement as 'fast'). Brakes on three times, for cattle on the track; twenty minutes spent at way stations. Flat rail. Locomotive built at Philadelphia. I am informed that most of those used on the road —perhaps all those of the *slow* trains—are made at Petersburg.

"At one of the stoppages, smoke was to be seen issuing from the truck of a car. The conductor, on having his attention called to it, nodded his head sagely, took a morsel of tobacco, put his hands in his pockets, looked at the truck as if he would mesmerize it, spat upon it, and then stepped upon the platform and shouted 'All right! Go ahead!' At the next stoppage the smoking was furious;

* The Northern Railroads in 1861, by C. R. Fish, American Historical Review, Vol. XXII, p. 787.

† Journey in the Seaboard Slave States, 1854, by F. L. Olmsted, Vol. I, pp. 57-58.

conductor bent himself over it with an evidently strong exercise of his will, but not succeeding to tranquilize the subject at all, he suddenly relinquished the attempt, . . . shouted, 'Ho! boy! bring me some water here!' A negro soon brought a quart of water in a tin vessel. 'Hain't got no oil, Columbus?' 'No, sir.' 'Hum—go ask Mr. Smith for some; this yer's a screaking so, I durstn't go on. You, Scott! get some salt. And look here, some of you boys, get me some more water. D'ye hear?'

"Salt, oil and water were crowded into the box, and, after five minutes longer delay, we went on, the truck still smoking, and the water and oil boiling in the box, until we reached Petersburg. The heat was the result, I suppose, of a neglect of sufficient or timely oiling.

"While waiting in a carriage, for the driver to get my baggage, I saw a negro oiling all the trucks on the train; as he proceeded from one to the other, he did not give himself the trouble to elevate the outlet of his oiler, so that a stream of oil, costing probably a dollar and a half a gallon, was poured out upon the ground the whole length of the train!"

At about this period—the early 1850's—exclusive of the higher salaried officials, the Richmond and Petersburg Railroad paid twenty-four white employees wages varying from 75 cents to $1.75 per day, and about 20 blacks were hired by the year from their owners at not exceeding $80 each, the company furnishing their clothes and food.*

A large proportion of the railway employees in the Confederacy, especially those in the mechanical departments, were men of Northern birth and sympathies. When the war began, most of them made their way out of the South; some of those that remained were ardent secessionists, but a few, as will be seen further on, deliberately injured the interests of their employers when the chance was offered them.

Like all the industries in the Confederacy, the railroads had been dependent upon the North for nearly all their material. It is true that locomotives and cars were

* History of the Atlantic Coast Line Railroad, by H. D. Dozier, page 45.

manufactured in the South on a small scale; the former at the Tredegar Works in Richmond, the latter at Savannah; but when this was done to please local pride the cost was greater than it would have been had the rolling stock been purchased in Northern machine shops and foundries.* There were but three rolling mills worthy of the name in the entire Confederacy, and although the one in Atlanta was able to turn out a fair amount of rails, the demand was far greater than the supply, and to make matters worse, all the manufactories in the South were overwhelmed with orders for the government,—ordnance supplies for the army, iron plates, boilers, engines, etc., for the navy,—which naturally had the priority over all other work. This resulted in the crippling of the railroads, so that in the last part of the war General Lee's army was starving in Virginia, while food supplies were rotting at various points in the Carolinas and Georgia. It is not too much to say that had the Southern railways been properly looked after and kept in repair, the result of the struggle might have been different.

When the Civil War was in its early stages and the blockade far from rigidly enforced, rails and other material might have been imported from Europe, but no general effort seems to have been made then to get supplies elsewhere,—a negligence which was probably due to the belief that the war would not last long.†

The Civil War may be said to have found our railroads at about one-quarter the way from the original diversity to the situation when the United States entered the World War in 1917. Private initiative had alone created the railway system in this country, and private capital had naturally followed, for the most part, the dictates of commerce and commercial opportunity, though political considerations had had some influence, particularly in the South.

For the sake of illustration, we will reduce the railways

* History of the United States, by James Ford Rhodes, Vol. V, page 384.

† The Confederate Government and the Railroads: A Paper by C. W. Ramsdell, read before the American Historical Association, Dec. 27, 1916.

of the United States to two systems: one for the states which seceded, and another for those that did not Including the Kentucky Blue Grass with the North, and Western Kentucky with the South, the Southern system comprised 9,000 miles and employed about 7,500 men; the Northern about 22,000 miles, employing about 29,000 men. There was only one point of physical contact between them: the Louisville and Nashville R. R. at Bowling Green, Kentucky. Long Bridge at Washington City was not strong enough to bear trains, and between Cairo, Illinois, and Columbus, Kentucky, was a two hours' steamboat connection.*

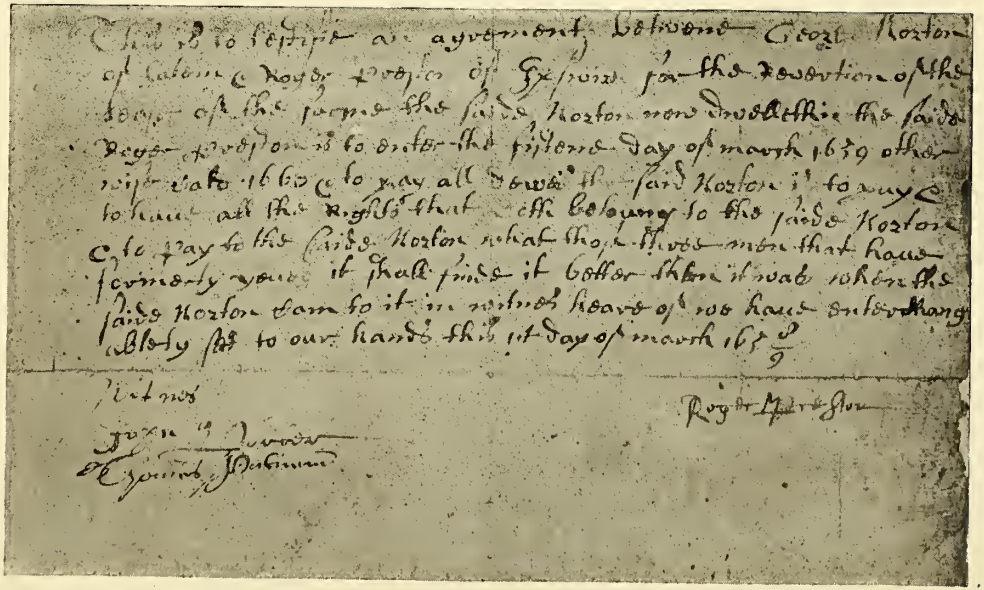
In 1861 the three principal railroads in northern Virginia were: the Richmond, Fredericksburg and Potomac R. R. (chartered in 1834, opened in 1835), connecting Richmond and Washington City, but only indirectly, for the railroad in those days ended at Acquia Creek on the Potomac, from which place a line of steamboats plied to the capital; the Orange and Alexandria Railroad (which also controlled the Manassas Gap R. R., running from Manassas Junction into the Shenandoah Valley) stretched between Alexandria and Lynchburg; the Virginia Central, now the Chesapeake and Ohio Railway (opened between Richmond and Frederick's Hall in 1838), had been originally designed to connect Virginia with the West. In 1857 the road had been built as far as Jackson's River, in the Shenandoah Valley, 195 miles from Richmond, and this was its terminus during the war. This road, running largely through a mountainous region, with maximum grades of 295 feet per mile, attracted much attention at the time, from its successful operation and the substantial value of the results obtained.†

* The Northern Railroads in 1861, by C. R. Fish, American Historical Review, Vol. XXII, p. 781.

For a full account of the financing of the Southern railroads, for which there is no room in the present work, see, "History of the Atlantic Coast Line Railroad," by H. D. Dozier.

† Financial Prospectus, isued in 1872 by the Chesapeake and Ohio Railway Co.

(*To be continued*)



ROGER PRESTON'S LEASE OF THE DOWNING FARM IN SALEM.

DESCENDANTS OF ROGER PRESTON OF IPSWICH AND SALEM VILLAGE.

By Charles Henry Preston.

I. 1. Roger Preston was one of the many who came to America from England in the year 1635. The only record found of him in England is the following:

"Port of London, 8 April 1635. Theis parties hereunder mentioned are to be transported to New England imbarqued in the Elizabeth of London, Wm. Stagg master bound thither; they have taken oath of allegiance and supremacy, per certificate from St. Alphage, Cripplegate the minister thereof.

Tanners	Wm Holdred	25
	Roger Preston	21
	Daniel Bradley	29
	Isaac Stedman	30

That theis 3 ptes are no subsedie men we whose names hereunto written belonging to Blackwell Hall do averr they are none. Robert Farrands
Thomas Smith."

Nothing has been found on the records to show where Roger Preston lived for the four years following his coming to New England, but he probably went directly to Ipswich, Mass., as we find he owned a house and lot and a "planting lott" there in 1639, as shown by this record from the Ipswich town records:

"Granted to William Holdred an house lott an half an acre of ground lying on the south side of the towne River having an house lott of Daniel Hovey's on the Northeast and a house lott of Roger Preston's on the southwest; also six acres of planting ground lying on Sagamore Hill having six acres of the lyke ground of Daniel Hovey's on the West and a planting lott of Roger Preston's on the East to enjoy the said Landes to him his heirs and assigns forever. Entered this 9th day of Aprill 1639."

The William Holdred mentioned in this record is undoubtedly the same William Holdred who came to New

England in the "Elizabeth of London" in 1635, with Roger Preston, and who took the oath of allegiance at the same time.

There are very few other references to Roger Preston on the Ipswich town records. The following appears in October, 1643:

"Mr. Browne his note of such as have forfeited for not returning their Powder according to an order of the Towne. (among others) Roger Presson £1."

In 1648 we find the following:

"It is therefore ordered that henceforth the seaven men shall yearly in November put the said sum of 24£—7s into a rate pportioning it upon the Inhabitants having also respect unto the bill of subscription of the Towne from yeare to yeare to be levyed and colected by the Constables and payd unto the sayd Major Denison on the 10th of December yearly soe long as he shall continue to be leader of this companye.

"Voted by the Towne at the generall meeting abovementioned.

"A list of the names of those that did subscribe their names to allow unto Major Denison these severall sumes yearly while he continued to be our Leader.

(among others) Roger Preston 3s"

The next record is the following:

"The 10th of October 1653.

"Reckoned with the cow-keepers for the North syde of the River and the cowes come to 3^{s} y head Bulls and all.

Roger Preston 3s"

In 1656:

"The Selectmen having considered the severall familics of this Town and their employments have accordinge to the order of Court assessed them spinners as is underwritten for the year ensuing.

Roger Preston 3 quarters 67½ li."

In "Old Homes of Ipswich," published at the time of the Ipswich celebration, is this statement:

"On the opposite side of the river from the Howard house is an ancient and interesting residence. It was built with another which once stood by its side by Robert

Wallis, and sold by him to Roger Preston whose wife's name was Martha."

In 1658 Roger Preston sold his holdings in Ipswich and removed to Salem in 1660, as recorded in the Essex Registry of Deeds:

Be it known to all men whom it may concern that I Roger Preston of Ipswich in New England in the county of Essex planter, and Martha my wife for divers considerations me thereunto moving but especially in consideration of the full and just sum of one and fifty pounds of current country pay to be paid to me or my assigns at two several payments. viz: thirty pounds at Christide next following the date of these presents and the remainder by that time twelve months in current English corn sweet dry and merchantable by Reginald Foster of Ipswich aforsd. husbandman all that my dwelling house and house lot with the barns, cow-houses and other buildings thereunto belonging and also my other house lot, both which house lots contain two acres, more or less with the gardens orchards and fences and other privileges thereunto belonging which I purchased of Robert Wallis of Ipswich aforesaid as they be situated and inclosed on the north side of the river of Ipswich having the highway next the river toward the South and Thomas Knowlton's land and Robert Pierce's toward the North. The lane next Thomas Clark's East and another lane West and also one other planting lot of three acres be it more or less on the North side of the town hill abutting on ye land of Rose Whipple, widow, toward the West, Andrew Hodges land East, upon ye marsh of John Morse toward the North, and land of Thomas Treadwell toward the South and in the town of Ipswich aforesaid, to have and to hold and to quietly possess and enjoy the aforesaid with the commonage and all other privileges and appurtenancies thereunto belonging, unto the said Reginald Foster his heirs and assigns forever and the said Roger and Martha his wife do covenant and promise to warrant this sale of the premises and every part thereof to be free from all former sales mortgages and engagements whatsoever and that the said Reginald Foster shall from time to time and at all times henceforth use, occupy possess and enjoy the same and every part thereof to the proper use and behoof of the said Reginald Foster his heirs and assigns forever from all molestation or interruption of the said Roger and Martha my wife, our heirs executors and assigns or any other person

laying any just claim thereto in by from or under us or any or either of us our heirs executors or assigns in witness whereof I the said Roger and Martha my wife have hereunto set our hand and seal dated the 11 day of March A. D. 1657/8.

Subscribed sealed etc.

in presence of	James Chute	Roger Preston
	Robert Roberson	Martha × Preston
		mark

About a year after the sale of his property in Ipswich, Roger bought the lease of a farm in Salem. On the 14 March 1658/9 an agreement was made between George Norton and Roger Preston, "For the lease of the farm the said Norton now dwelleth in. The saide Roger Preston is to enter the fiftene day March 1659 otherwise date 1660 & to pay all dewes the said Norton is to pay & to have all rights that doth belong to the saide Norton & to pay to the saide Norton what those three men that have formerly viewed it shall finde it better than it was when the saide Norton came to it, in witness hereof we have enterchangeably set our hands this 14 day of March 1658/9." (Vol. XI, page 39, Quarterly Court Records.)

This farm was a part of the Emanuel Downing farm, which extended from the slope of Felton's Hill, or Mount Pleasant as it is now called, to and beyond Proctor's Corner in the town of Peabody, formerly a part of Danvers, and previous to that of Salem. It was granted in 1635 to Robert Cole and by him sold in 1638 to Emanuel Downing. This farm was called Groton, in remembrance of his wife's ancestral home in England. There were at least four dwellings on the farm prior to 1661, and one of his tenants in 1648 was allowed to keep an "ordinary," "as Mr. Downings farm on the road between Lynn and Ipswich was a convenient place." This farm was leased to George Norton of Salem, carpenter, for a term of ten years from the first of March 1656, and here Roger Preston made his abode in 1660.

Lease to George Norton from Lucie Downing:

This indenture witnesseth that Lucie Downing of Salem in New England with ye consent of Emanuel Downing her husband hath let and farmed unto George Norton sometime of Salem

aforesaid Carpenter her farme caled Groton neere unto ye farme of ye worshipfull John Endecot Esq. in Salem aforesd for & during the term of tenn yeares from ye first of March 1655/6.

Roger Preston seems to have followed the example of those who had previously occupied the Downing farm, for the Court at Salem on the 27--9mo—1660, granted the following license:

"Roger Preston is allowed of by this court to keep an ordinary and to sell strong liquors for ye entertainment of strangers for ye year ensuing," and the following year the license was renewed.

This farm was favorably located for an inn, as in those days all the travel from Boston to Ipswich and other towns in that vicinity went over this road, and Roger Preston probably entertained many of his old Ipswich neighbors at his new home. Roger died shortly before his lease expired in 1666, after having occupied the farm only six years.

The following from the "Quarterly Court Records" at Salem, Vol. V, page 52, indicates where Roger was between the sale of his Ipswich property and his taking possession of the Downing property:

"Salem 9mo 1659. Roger Preston pltf. agst. Wm. Cogswell deft. in an action of the case for not performing of agreement in paying for fence which plt. set upon his ground which he took to halves according to sumons.

"The jury find for plt. £7—2^{s} damage.

"Costs of Court £1—15—4."

Wm. Cogswell was an early resident of Ipswich, appearing on the records there as early as 1648.

John Proctter, sr. and John Choot, chosen by Rodger Presson to appraise a parcel of four-rail fencing, Nov. 22, 1659, adjudged its value to be 14d. per rod.

John Knoulton and Thomas Varney chosen to measure a parcel of fence which Rogger Presson set up for Will. Cogswell, it being four score and sixteen rods; there were also sixteen four-hole posts. Dated Nov. 25, 1659.

John Andrews, aged about forty years, deposed that he went with Presson, when the latter asked Willm. Cogswell to release him of his bargain to hire Cogswell's farm. The latter refused to allow Presson anything for repair of the housing but agreed to pay him for the fence he had

set up, etc. and to release him at Michaelmas. Sworn 27:9:1659 before D. Denison.

John Chote deposed that when he heard that Roger Preston had given up the farm, he asked William Coggswell if the latter would let it to him, and Coggswell replied that Preston was to stay in the house to feed out his fodder, but he would let it to deponent as soon as any other man, etc. Sworn in Court, before Hillyard Veren, cleric.

Roger Preston was born in 1614, as shown by his age when he took the oath of allegiance in London. He died, perhaps in Lynn, 20 Jan. 1666 (Quarterly Court Records), though probably not residing there at the time, as his lease of the Downing farm in Salem had not expired. He married, previous to 1643, Martha ———, who was born about 1622. "Widow Preston married Nicholas Holt,* 21 May 1666" (Andover Records). "Widow

*Nicholas Holt came from Romsey in Hants, England, in 1635, by way of Southampton. He settled in Newbury and was a tanner. He removed to Andover, where he was one of the founders of the Church in 1645. His first wife, Elizabeth, died 7 Nov. 1656, and he married, second, at Ipswich, 20 June 1658, Hannah, widow of Daniel Rolfe; she died 20 June 1665, and he married 21 May 1666, widow Martha Preston.

Children:

1. Elizabeth, b. 1636; m. in Andover, 26 Oct. 1657, Ralph Farnum.
2. Mary, b. 1638; m. 5 July 1657, Thomas Johnson.
3. Samuel, b. 1641; m. Sarah ———; son John b. about 1672, probably m. 1st, 16 Jan. 1705, Elizabeth, dau. of Samuel and Susannah (Gutterson) Preston.
4. Henry, b. ———; m. Sarah Ballard; son James, b. 3 Sept. 1675; m. 24 May 1705, Susannah, dau. of Samuel and Susannah (Gutterson) Preston; she d. 20 Feb. 1741/2; son George, b. 17 Mar. 1677; m. 1st, 10 May 1698, Elizabeth Farnum; m. 2nd, 22 Feb. 1714/5, Priscilla, dau. of Samuel and Susannah (Gutterson) Preston.
5. Nicholas, b. ———; m. Mary Russell; son Robert, b. 30 Jan. 1696; m. 22 May 1718, Rebecca, widow of Joseph Preston, and dau. of John and Sarah (Geery) Preston; they removed to Windham, Conn., and were there at organization of Church in 1723; dau. Deborah, of Nicholas and Mary (Russell), m. at Windham, 25 May 1727, Benjamin Preston.
6. James, b. ———.
7. John, b. ———; m. 3 July 1685, Sarah Geery; he d. 10 Mar. 1687, and widow m. 2 Nov. 1787, John, son of Roger Preston.

Martha Holt died 21 Mar. 1702/3, aged upwards of 80 years" (Andover Records); Nicholas Holt died 30 Jan. 1685. Martha Preston undoubtedly took all the children, with the possible exception of Thomas, with her to Andover, at the time of her marriage to Nicholas Holt.

Feb. 9, 1664/5. For valuable consideration or sum of money Roger Preston, husbandman, sold Capt. George Corwin, merchant, "all his visible estate in Salem, corn, cattle, hay and household stuffs, four oxen, four yearling steers and fifteen swine. Also all corn I sd. Roger shall plant or sow the year ensuing."

Children:

2. THOMAS, born 1643, in Ipswich, Mass.
3. MARY; a Mary Preston, m. 8 Nov. 1670 Nathaniel Ingersoll, son of John and Judith (Felton) Ingersoll of Salem; born 2 Jan. 1647/8; Nathaniel Felton lived not far from the Prestons, when they were occupying the Downing farm, and Thomas Preston had married in 1669 and was living nearby. Ch.: 1. Elizabeth, b. 11 Mar. 1672/3; 2. John, b. 7 Nov. 1674; 3. Nathaniel, d. 1704.
4. ELIZABETH; an Elizabeth Preston m. in Salem, 12 July 1671, William Henfield. Ch. born in Salem: 1. Elizabeth, b. 4 Apr. 1672; 2. Hannah, b. 1674; d. in 6 weeks; 3. Hannah, b. 4 Apr. 1676/7. The following from Essex Court Records, indicates a relationship: Petition for administration on estate of Wm. Henfield of Salem by Roger Derby. "Wm. Henfield being decd. in West Indies this seven years, and no one appearing to take adms." His wife and family still living on the property 16 Dec. 1694. Adms. granted 24 Dec. 1694 to Samuel Gardner and Roger Derby as principals, and Francis Nurse and Thomas Preston, yeomen, suretics on bond of first two. Inventory 26 Dec. 1694, by Christopher Babbidge and Wm. Murray. Among the claims against the estate was that of Thomas Preston £8..0..0.
5. SAMUEL, b. 1651, in Ipswich, Mass.
6. JOHN, b. ——, in Ipswich, Mass.
7. JACOB, b. 1658, in Ipswich, Mass.
8. LEVI, b. 16 July 1662, in Salem, Mass.

The ages of Martha (Preston) and Samuel are established by two depositions in the case of "Thomas Preston plt. agst. John Newman deft. in the action of the case for illegal taking away of a heifer of the plt." 26-4-1666. (Quarterly Court Rec., Salem.)

"Deposition of Samuel Preston aged about 15 years. I Samuell Preston do heare testifie that about a year and a half since my brother Thomas Preston bought of my father Roger Preston one red heifer . . . (taken upon oath 19th 4th 66 before Simon Bradstreet)." (Vol. XI, page 106, Quarterly Court Records.)

"Deposition of Martha Holt aged about 44 years. I Martha Holt doe heare testifie that about a yeare and a half since my sonn Thomas Preston bought of my husband Roger Preston one red hayfer. . . . (19th 4th 66 before me Simon Bradstreet)." (Vol. XI, page 106, Quarterly Court Rec.)

Roger Preston died without making a will and the following is from the Quarterly Court Records of Salem:

"Ipswich, March 27, 1666. Whereas Roger Preston dyed intestate, none appearing to take administration of the estate, this court orders that the estate of said Roger Preston be deposited and preserved in the hands of Thomas Preston until the next court held at Salem, there to bring in a true inventory and then the court will take order about the estate and disposing of it."

"Ipswich, March 27, 1666. This Court being informed that Widow Preston hath put out two of her sons one to Thomas Johnson and one to Stephen Johnson until they be 21 years of age, this Court allows it and Mr. Bradstreet desired to see it done."

The above could only refer to Samuel and John, as Thomas was twenty-three years old at this time, Jacob eight, and Levi only four.

May 20, 1671, Jacob Preston was apprenticed to Thomas Chandler of Merrimack:

This indenture made and concluded this 20th day of May in the year of ye Lord God one thousand six hundred & seventy

one and in the three and twenty year of the reign of ye Soveraigne Lord Charles the 2d. by the Grace of God of England France and Ireland & Scotland, King defender of the faith, etc.

Between ensign Thomas Chandler of Merrimack in the county of Essex in New England, Blacksmith on ye one part and Jacob Preston of Andover with the full consent of Nicholas Holt of Andover aforsd his father in law by the marriage of his mother, and also with the full consent of his natural mother hath and doth by these presents bind himself an apprentice to ye said Thomas seven years to be completed and ended accounting from the 26th day of March last past until the said seven years next and immediately ensuing the said 26th of March 1671 shall be fully expired. During which time of seven years the said Jacob shall behave and demean himself during his said apprenticeship as an apprentice or servant ought for to do according to the usual custom of England in the like case. During which time also of seven years, the above named Thomas, master unto ye said Jacob is hereby obliged and stands bound at his own costs and charges to provide and procure for his said servant meat drink and clothing washing and lodging with all other things convenient necessary and sufficient for an apprentice as is usual in England. And the said Chandler is to learn or cause his said apprentice to be learnt to read ye English tongue perfectly, to write and cypher or cast and keep accounts sufficiently for his own employment of a blacksmith if his capacity will attain thereunto. And the said Thomas is hereby obliged according to his own best skill & ability to learn and instruct the said Jacob in the trade and art of a blacksmith if the said Jacob be capable of learning the same, and he shall keep his said servant Jacob at work upon the said trade as much as may be without damage to other necessary occasions that may fall out unavoidably to be done in a family that so far for want of time & use and instruction ye said Jacob may have no just grounds to complain of his own want of experience or profiting under his said master in ye said trade of a blacksmith. Also ye said Thomas when ye said seven years are expired shall give the said Jacob two suits of apparel from head to foot suitable for a person of his degree one good and handsome and suitable to wear on ye Sabbath day, and the other convenient for the week days. The said Thomas doth bind himself heirs executors and administrators to the said Jacob his heirs and assigns to fulfill the article herein contained belonging for him to do for

the said servant. In witness whereof ye said parties Thomas and Jacob as they are severally concerned in this instrument and the articles of the same have hereunto set their hands and seals.

Signed & Sealed
before
George Abbott Jr.
Alexander Sessions

Thomas Chandler
Jacob + Preston

(Quarterly Court Records, Vol. XXX, page 43.)

There was a case of sale of the above indentured apprentice to William Curtis of Salem. The apprentice refused to stay with the new master:

"The complaint of William Curtis to the honered Court now sitting in Salem humbly sheweth, May it please your honers to take notice that about 22 months since I bought a sarvant of Thomas Chandler of Andover, Jacob Presson by name. My sarvent continued with me about eleven months my family being at that time very sick and Jacob not being very well, I gave him leave and lent him my horse to go to Andover to be a while amongst his friends, but being taken sick by the way at his brothers, there he lay for sometime. After he recovered he went to Andover to his father Holts where I was willing he should be a while but in the beginning of the last winter I sent for my man to come home."

He made an excuse to go for some corn again and instead of returning, he sent back the horse and stayed away himself. Quoting from the "History of Andover": "He seems to have had a rather unhappy apprenticeship, for after his transfer of masters and his being compelled as he was by orders of the Court to serve out his time with William Curtis, he presents a petition to the Court for the clothes promised him, saying that the said Curtis of Salem whom he was appointed by the Court in 1670 to serve, refused at the end of that time to fulfil the terms of the indenture in the matter of double apparrel and that the poor petitioner prays for redress, for he is indeed come out of his time very poor and hath not where withall to go to law to recover his right."

The following is from Quarterly Court Records at Salem:

Salem 27—4mo 1676.

"Upon a complaint made by William Curtice agst. Tho. Preston it is ordered that it be referred to the adjournment of this court & accordingly summons be issued for the ptes concerned there to appear viz: Good. Holt, Thos. Preston, & his brother."

Salem, 18 July, 1676:

"Whereas there was a complaint made by William Curtis against his servant Jacob Preston for leaving of his service and the sd. Jacob appearing to answer, this Court do order the sd Jacob to serve out his time according to Indenture with the said Wm. Curtice who is also to fulfil the indenture to his said servant likewise on his pt. and after that time is expired to serve three months more next following in consideration of time lost or neglected.

"This sd. Jacob promises and it is to be understood that sd. Curtice is to keep him to work at the trade of a blacksmith which he now useth & each to bear charges & also Thomas Preston to bear his pt. . . ."

Salem 24—5mo 1678.

"Whereas there was a difference between William Curtice and his servant Jacob Preston about the fulfilling of his indenture of apprenticeship on either part and they moving of it to the court who do advise & they accordingly agreed to refer the sd difference to the Worshipful Maj. Wm. Hathorne to fully end and determine and make a final end of said difference or demands in what way be thought right & just in order to either party fulfilling the said indenture."

Salem 25—9mo 1679.

"Jacob Preston being lost away at sea this court grants power of administration of his estate to John Preston who is to bring in an inventory of the estate to the next court held at Salem and acknowledged himself to stand

bound in £20 bond and to administer according to law."

Salem 29—4mo 1680.

"John Preston, administrator to the estate of Jacob Preston, presented an inventory of the said estate and made oath to the truth to the best of his knowledge."

Inventory of Jacob Preston:

"A true inventory of the estate of Jacob Preston whoe in all probabilitie hath bin departed this life for these several months having bin wanting about nine or ten months gon forth in a small ketch upon a fishing design to the eastward & never yet returned nor certainly heard of. His goods and what belongs to him as presented unto us by Thomas Preston & which the said Preston desiring us Richard Croade & John King to Appraise are to our best judgements as follows:

Dated in Salem the 30th day of June Anno Dom 1680 ist.

	£ S d
A chest with a lock & key 6	00..06..0
One hatt 4s an old pair of breeches	10..0
A new red cloth waistcoate	15..0
A pair of dowlas drawers	4..0
A pair of cotton & lynnen drawers little worne	3..0
One yard and half of holland	7..6
A genting neckcloth	1..0
Due to the above said estate	
Per Levy Preston	2..05..0
Per Samuel Preston	1..05..0
	£5..16..6

The estate aforesaid of Jacob Preston is debtor & due to be paid viz	
To Mr Nehemiah Willoughby	0..13..1½
To Nathaniel Ingerson	7..0
To Sarah Trask	1..10..0
To Symon Horne	12..0
Benjamin Horne	12..0
To Mr Thomas Preston	2..14..0
	5..08..1½

"Unresolved how the account stands between Mr William Bowditch & the abovesaid Jacob Preston, Thomas Preston having don his best endeavors to have had a settlement of the account between said Mr. Bowditch & Jacob Preston but cannot yet attain it.

"John Preston administrator gave oath in Court to the truth of the above said inventory."

(Quarterly Court Records, Vol. XXXIII, page 106.)

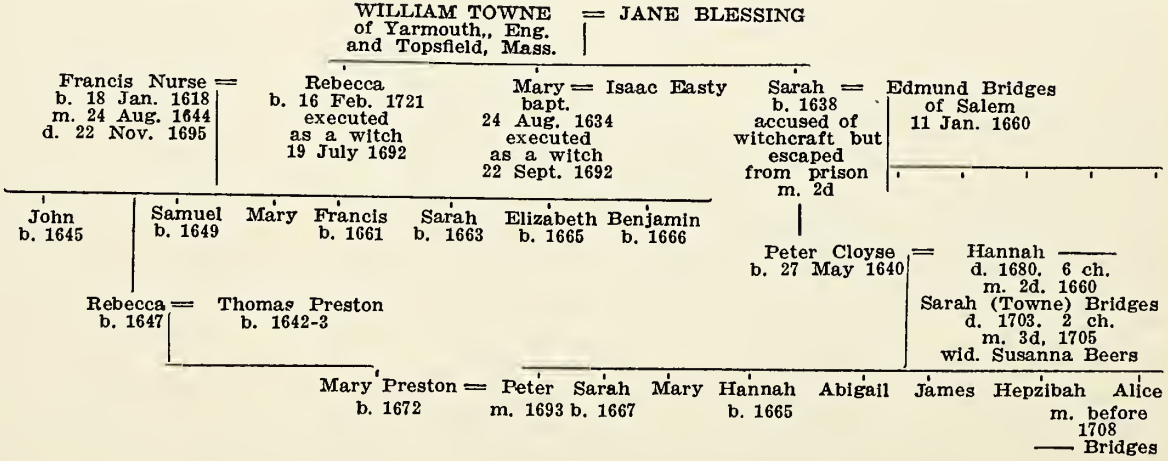
II. 2. THOMAS PRESTON (Roger), born in Ipswich, Mass., in 1643; died in Salem Village, 1697; married there 15 Apr. 1669, Rebecca, daughter of Francis and Rebecca (Towne) Nurse; born 1647; died in Salem Village, 1719.

Children, born in Salem Village:

9. REBECCA, b. 12 May 1670; d. before 1711; m. 28 Dec. 1693, Ezekiel Upton of Reading. Ch.: 1. Isabel, b. 21 Jan. 1695; 2. Anne, b. 9 Feb. 1697; 3. Francis, b. 13 Apr. 1699; 4. Elizabeth, b. 25 May 1701; 5. Ezekiel, b. 13 Aug. 1703.

10. MARY, b. 15 Feb. 1671/2; m. 13 Dec. 1693, Peter, son of Peter and Hannah Cloyse,* who soon moved to Framingham, Mass. Ch.: 1. Elizabeth, b. 22 Sept. 1694; d. young; 2. Mary, b. 15 Nov. 1696; m. 7 Dec. 1727, James Brown of Marlborough; 3. Martha, b. 12 May 1699; d. young; 4. Abigail, b. 31 Mar. 1701; never married; 5. Experience, b. 19 Nov. 1702; m. John Parker of Shrewsbury and Framingham; 6. Susanna, b. 13 Dec. 1704; m. Simon Goddard of Framingham and Athol; 7. Rebecca, b. 6 Dec. 1706; never married; 8. Peter, b. 21 June 1713; d. 17 Apr. 1736; 9. Josiah, b. 27 Aug. 1715; d. young.

* Peter Cloyes was son of Peter Cloyes of Wells, Me., 1663, and Salem Village, 1681. Peter Cloyes, Sen., m. first, Hannah, by whom he had six children; she d. about 1680 and he m. second, Sarah, widow of James Bridges of Salem, by whom he had two children. She was daughter of William and Jane (Blessing) Towne of Topsfield, and sister of Rebecca (Towne) Nurse, who was executed for alleged witchcraft in 1692. She herself was accused of witchcraft and imprisoned some months in Boston; while confined in jail at Ipswich, awaiting trial, she found means to escape, and they soon removed to Framingham. Another sister, Mary (Towne) Easty was also tried and executed. For a further account of the Cloyes family see Temple's "History of Framingham" and Upham's "History of Witchcraft and Salem Village."


WILLIAM TOWNE of Yarmouth,, Eng. and Topsfield, Mass. = JANE BLESSING
Francis Nurse b. 18 Jan. 1618 m. 24 Aug. 1644 d. 22 Nov. 1695 =
Rebecca b. 16 Feb. 1721 executed as a witch 19 July 1692
Mary bapt. 24 Aug. 1634 executed as a witch 22 Sept. 1692 = Isaac Easty
Sarah b. 1638 accused of witchcraft but escaped from prison m. 2d =
Edmund Bridges of Salem 11 Jan. 1660
John b. 1645
Samuel b. 1649
Mary
Francis b. 1661
Sarah b. 1663
Elizabeth b. 1665
Benjamin b. 1666
Peter Cloyse b. 27 May 1640 =
Hannah —— d. 1680. 6 ch. m. 2d. 1660 Sarah (Towne) Bridges d. 1703. 2 ch. m. 3d, 1705 wid. Susanna Beers
Rebecca b. 1647 =
Thomas Preston b. 1642-3
Mary Preston b. 1672 =
Peter m. 1693
Sarah b. 1667
Mary
Hannah b. 1665
Abigail
James
Hepzibah
Alice m. before 1708 —— Bridges

11. JOHN, b. 20 Nov. 1673.
12. MARTHA, b. 21 Oct. 1676; m. 7 Dec. 1705, David Judd, son of Roger and Elizabeth Judd of Boston; b. 17 Jan. 1682. Ch.: 1. Martha, b. 1706; m. 29 Dec. 1724, James Masury at Salem Village; 2. Experience, b. 1710; d. 14 Aug. 1748; m. May 1734, Joshua Goodale; b. 1708; d. 1798; 3. Elizabeth, b. 1714; m. 13 Nov. 1735, Samuel Hutchinson; 4. Rebecca, owned covenant and bapt. at Salem Village, 25 Apr. 1742; 5. Mary, owned covenant and bapt. at Salem Village, 25 Apr. 1742; m. 6 Apr. 1749, Daniel Marsh.
13. THOMAS.
14. ELIZABETH, b. 1680; d. 21 Nov. 1693.
15. JONATHAN; his name appears on First Church records (Salem Village), 1718-19-20-21-22-23-24.
16. DAVID, b. 1688. ("Thomas Preston's wife delivered of a son David."—First Church Records.) Jonathan and David Preston appear in a deed 7 June 1711. David's name appears on First Church records (Salem Village), 1719-20-21-22-23-24.

Thomas Preston was undoubtedly born in Ipswich, though the early records are missing and the exact date cannot be fixed; that the date of his birth was 1642 or 1643, is shown by a deposition made by him in Salem, Jan. 30, 1690/1: "Deposition of Thos Preston age 48 testified that he lived on Mr. Downing's farm called Groaten and was showed the bounds by former tenants and that the tree now cut down but stump standing in Mr Shaw's fence was showed to be bounds on South and stand 12 poles within Wm Shaws fence toward Mr Downing's house." (Essex Deeds, vol. 8, p. 181.)

About three years after his mother's marriage to Nicholas Holt of Andover and removal there, Thomas Preston married a daughter of Francis Nurse, who was then living near the North River in Salem. In 1678 Francis Nurse purchased the Townsend Bishop farm in Salem Village, of Rev. James Allen of Boston, and moved from Salem to the Village, he occupying the old homestead and his sons and sons-in-law building houses of their own around him.

It is uncertain where Thomas Preston lived from 1669, the date of his marriage, till 1678, but after the purchase

of the Bishop farm he settled there, on the portion of the farm nearest the "Orchard Farm" of Gov. Endicott. His house stood near the present Walnut Grove Cemetery and not far from that now standing, known as the Joseph C. Putnam house, which was probably built by his son John Preston. Claims of proprietors of common lands in the town of Salem were received in 1714 from those having houses in 1702, and the records show that the estate of Thomas Preston had one house. In 1724 similar claims were received and at that time the estate of Thomas Preston owned one house and John Preston one.

Though holding no public offices, Thomas Preston was a man of influence in the community, both in church and town affairs; he was made a freeman 22 Mar. 1689/90.

On the Salem town records in 1677 is the item: "Paid Thomas Presson for work on fortification £14.00.00."

On the Salem tax lists for 1683, on Joseph Pope's list appears the name of Thos. Preston.

The town records also have the following: "The tythingmen chosen by the Selectmen 29—9mo. 1683 were as follows: Henry King } Thos. Preson } Pope's ward"

Work on highway, 1691:

"Thomas Preston 2 oxen, horse & man, 0—4—6"

1692: "Thomas Preston, 4 oxen & 3 hands 0–10—0"

The tax list for Salem for 1700 has:

Tho. Preston's Estate —6^{s}—

He was involved, with other members of the Nurse family, in the dispute which arose over the ownership of a strip of land between the Bishop farm and the Orchard farm. The original grants to Endicott, Bishop and Stileman apparently overlapped each other, and Zerubbabel Endicott who owned the Orchard farm when Nurse took possession of the Bishop farm, sought to establish his line where it would seem rightfully to belong, that being the earlier grant, but Rev. James Allen, who was bound to defend Nurse's title, and Nathaniel Putnam, the owner of the Stileman grant, resisted, and they finally won after a long controversy.

(*To be continued*)

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